

**CITY OF ISSAQUAH**  
**MAJOR DEVELOPMENT REVIEW TEAM**  
**URBAN VILLAGE DEVELOPMENT COMMISSION**

**STAFF REPORT**

November 24<sup>th</sup>, 2009

File No.: SDP 09-002IH  
Project: Issaquah Highlands  
Block 24 Site Development Permit

**Table of Contents**

I. Application Information.....	2
II. Background.....	3
Definitions .....	3
Summary of Proposed Action.....	4
Permit History.....	8
Approval Criteria.....	9
Public Notice .....	10
Proposal Modification .....	10
III. Development Standards and Regulations.....	10
Main Body of the Development Agreement.....	10
Appendix A: Issaquah Highlands Guiding Principles.....	11
Appendix B: Land Use Development Standards.....	17
Appendix C: Quarry Area Development Standards .....	17
Appendix D: Stormwater Management and Ground Water Protection.....	17
Appendix E: Critical Areas Development Standards .....	19
Appendix F: Water Service .....	20
Appendix G: Sewer Service .....	21
Other utilities.....	21
Appendix H: Urban Road Design Standards.....	21
Appendix I: SEPA Compliance .....	28
Appendix J: Master Transportation Financing Agreement (MTFA) .....	28
Appendix K: Capital Facilities Plan.....	28
Appendix L: Processing .....	28
Appendix M: Elections and Modifications .....	28
Appendix N: Development Standards .....	28
Appendix O: Parking.....	29
Appendix P: Landscaping Standards.....	31
Appendix Q: Sign Standards .....	32
Appendix R: Affordable Housing Standards.....	33
Appendix S: Issaquah Highlands Urban Design Guidelines .....	33
Appendix T: Urban Trail Standards .....	36
Appendix U: Parks Plazas and Woonerfs.....	37
Issaquah Highlands Sidewalk Use and Design Standards and Guidelines.....	38
Comprehensive Plan Compliance.....	39
IV. Department/Other Review Comments .....	39
V. Recommendation.....	41
VI. Attachment List.....	49

# STAFF REPORT

---

## I. Application Information

File No.: Site Development Permit: SDP 09-002IH

Project: Block 24 Residential

Property Owner: Grand-Glacier/Port Blakely Communities  
1011 NE High Streets, Suite 200  
Issaquah WA 98029

Applicant/Agent: Devco, Inc  
375 118<sup>th</sup> Ave SE, Suite 118  
Bellevue, WA 98005  
Contact: Jack Hundent/Tom Neubauer

Architect: GGLO  
1301 First Avenue, Suite 301  
Seattle, WA 98101  
Contact: Bill Gaylord

Engineer: CPH Consultants  
733 7<sup>th</sup> Avenue, Suite 100  
Kirkland, WA 98033  
Contact: Matt Hough

Landscape Architect: GGLO  
1301 First Avenue, Suite 301  
Seattle, WA 98101  
Contact: Marieke Lacasse

Staff Contact: Lucy Sloman, AICP, MDRT Planning Consultant  
Major Development Review Team (MDRT), 425-837-3433  
  
Dan Ervin, MDRT Engineering Consultant  
Major Development Review Team (MDRT), 206-794-6602

Request: Application for approval of a Site Development Permit in Block 24 for a residential development consisting of 240 units of townhouse, garden apartment, carriage units, and stacked flats as well as office and recreational uses. The project encompasses 9.5 acres and the development will comprise 16 buildings and associated parking on-grade and tuck-under.

Location: The site is located east of Highlands Drive NE and south of NE Discovery Drive. A full legal description is provided with the application.

Existing Land Use: The subject site is not developed though it has been cleared and preliminarily graded. The surrounding land uses are:

- *North:* NE Discovery Drive; Blocks 21-23 (undeveloped though a SDP has been approved for a lifestyle center, High Streets Retail

SDP07-001IH, on Blocks 17, 18, 21, 22); Block 23 is undeveloped with no uses yet proposed for it.

- *East:* WSDOT Approved Expansion Area (undeveloped but platted through PP07-001IH and FP08-001IH); WSDOT rural open space
- *South:* City-owned open space in Tracts QT and ZB containing steep slopes and their buffers, and to the south, of that, I-90
- *West:* Highlands Drive NE.

Zoning: Urban Village

Comprehensive Plan: Sub-area: Issaquah Highlands

Land use: Urban Village

For Comprehensive Plan Policies etc... see Section III (Development Standards and Regulations) below as well as **Attachment E** for more information.

## II. Background

### Definitions

These definitions are provided to clarify this Staff Report. They are used as described below.

*ADA:* Americans with Disabilities Act; federal law regulating both hiring and design to ensure accessibility.

*AMM:* Administrative Minor Modification, i.e. a modification to an Issaquah Highlands' adopted standard.

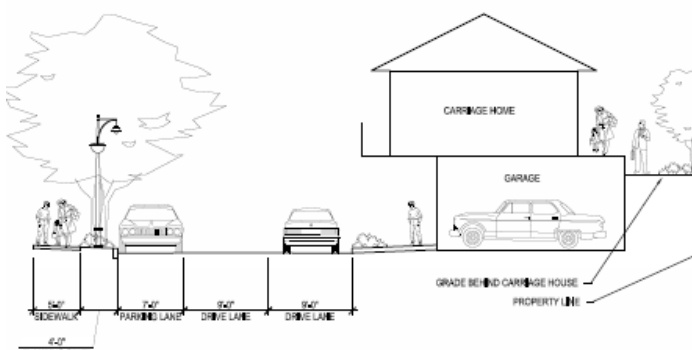
*Appendix:* In this Staff Report any reference to an appendix refers to the Issaquah Highlands Annexation and Development Agreement unless indicated otherwise.

*ARC:* Port Blakely Communities' Architectural Review Committee

*Carriage Units:* Carriage units are apartments located above garages, usually single garages detached from the residences they serve. Some already exist at Issaquah Highlands, for example on Jared Court, south of the Village Green.



Issaquah Highlands: individual garages below an apartment/condo Carriage Unit: proposed design (Sht L-302, excerpt)



*Development Agreement or DA:* Issaquah Highlands Annexation and Development Agreement between the City and Port Blakely Communities; also called the Two-party Agreement.

*EF&R:* Eastside Fire and Rescue

*Expansion Area:* One of six areas defined in the original Development Agreement or as amended, adjacent to Development Area 4. At this time all six of the Expansion Areas have been approved and are part of the Issaquah Highlands project. The relationships of the Approved Expansion Areas to the Property are:

- DNR Expansion Area west of Highlands Drive
- Lakeside South Expansion Area: a tiny portion is part of the Property at the very southern tip of Block 24; the balance is southeast of the Property
- Reid Expansion Area at the western edge of Issaquah Highlands and Development Area 4
- WSDOT Expansion Area is east of the Property
- Lakeside North and the Park and Ride Expansion Areas are north of High Street.

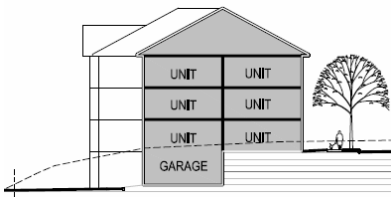
*MDRT:* Major Development Review Team, a team of staff and consultants reviewing projects for the City within its two Urban Villages

*PBC:* Port Blakely Communities, landowner and Master Developer of Issaquah Highlands.

*The Property:* Block 24, Lot 2 submitted by the applicant for SDP approval. Block 24 currently contains 12.69 acres; however, a Short Plat to segregate the parcel into four lots has been submitted but not approved (SP09-004IH). In the Short Plat, Lot 2, on which this application is proposed, contains 7.95 acres and the applicant is proposing to modify the boundaries of Lot 2 to increase its the total acreage to 9.5 acres to accommodate this proposal.

*SDP:* Site Development Permit, i.e. a permit that provides conceptual review and approval for a use, such as block 24.

*Tuck-under Parking:* Tuck under parking is used where the pedestrian entry of a building is on one side of a building, approximately one story higher than the other side of the building, allowing garages to be tucked under the building.

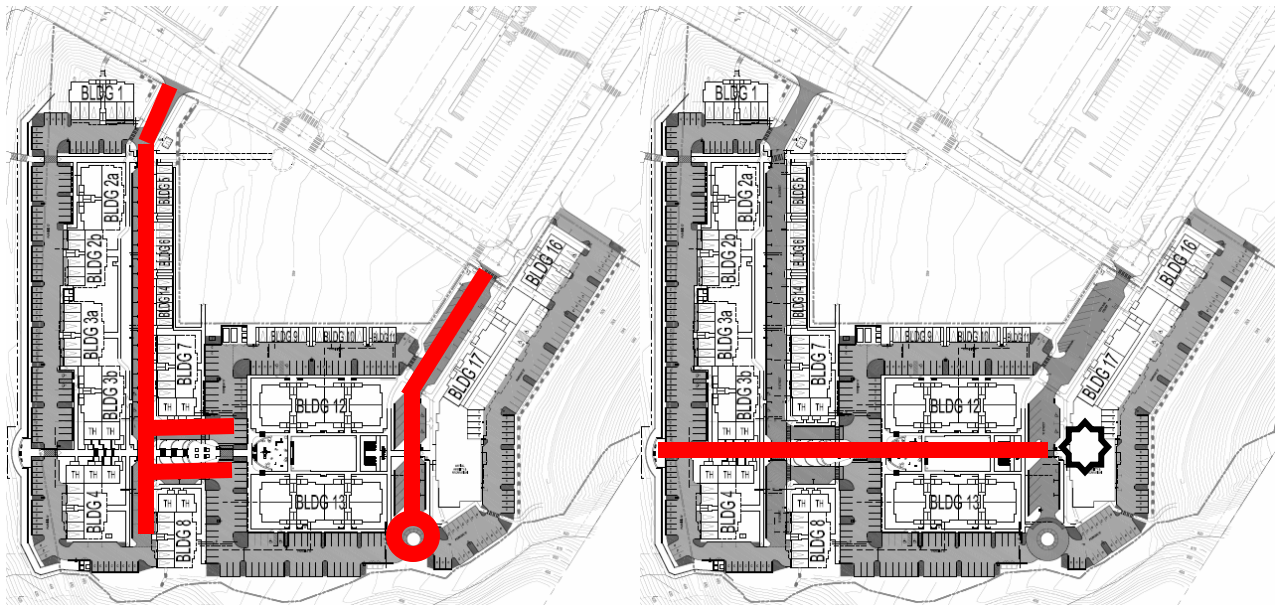


*UDG:* Urban Design Guidelines, Appendix S of the Development Agreement

*UVDC:* City of Issaquah's Urban Village Development Commission

### ***Summary of Proposed Action***

The applicant is seeking a Site Development Permit (SDP) for the construction of 240 dwelling units. This proposal is located in Development Area 4 and a portion of the Lakeside South Approved Expansion Area of Issaquah Highlands on approximately 9.5 acres. The proposal shows 16 residential buildings (not the 19 stated on the cover page) including townhouses, garden apartment buildings, carriage units, and stacked flats. The site is organized around two north/south streets plus a short stretch of boulevard, and an east/west Pedestrian Spine and open space. Building heights range from two to five stories.



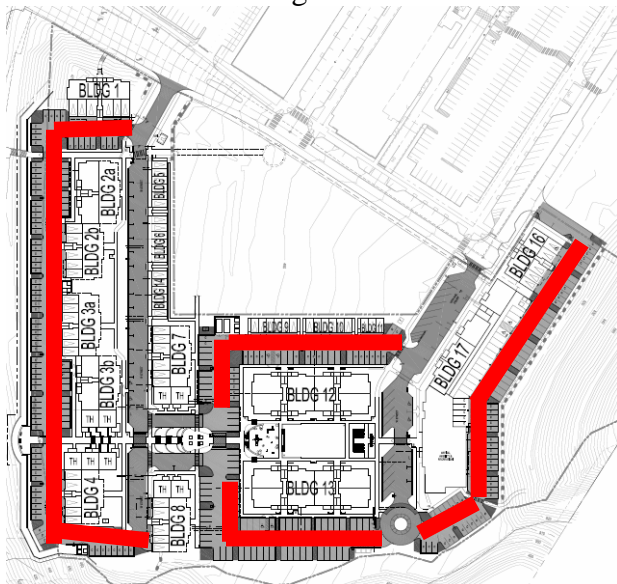
Streets

Pedestrian Spine/open space and Office/Amenity/Recreation

The project will include parking (primarily surface with some on-street, tuck-under, and individual garages), recreation, open space, trails and paths, etc.... In addition to the residential uses, Building 17 contains an office, amenities, and recreation facility for the residents. Block 24 is located in the East 42 Plat. A Short Plat (SP09-004IH) has been submitted to subdivide Block 24 into four parcels: Lot 1 is a medium size piece for a potential commercial use, Lot 2 is this application, Tracts QN (west) and QO (east) are for steep slopes. The Short Plat has not been finalized, awaiting confirmation of the appropriate boundaries through this SDP, such as the modifications the applicant has shown in this application. A SDP must cover the entire property therefore this Short Plat must be completed prior to any other actions, to ensure the SDP coincides with the final area of Lot 2; or a revised SDP covering all of Block 24 must be submitted. **[Condition 1]**

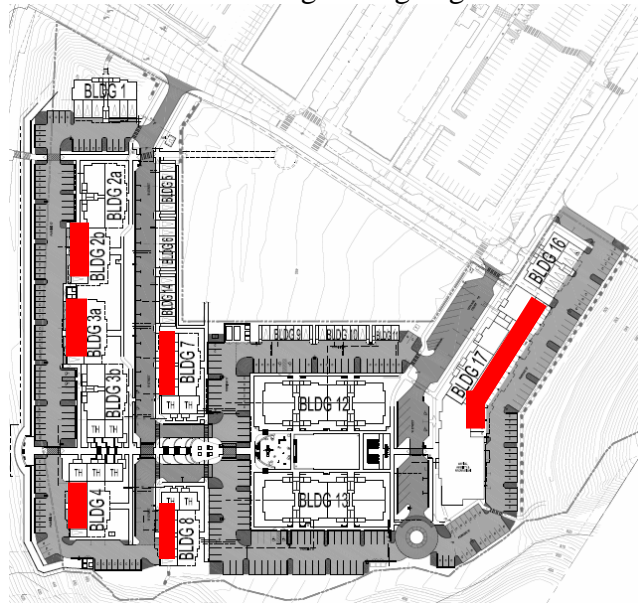
Parking for this proposal is handled on-site through four approaches:

- *surface parking*: east side behind Buildings 16 and 17; west side behind Buildings 2a-4; central behind Buildings 12 and 13.



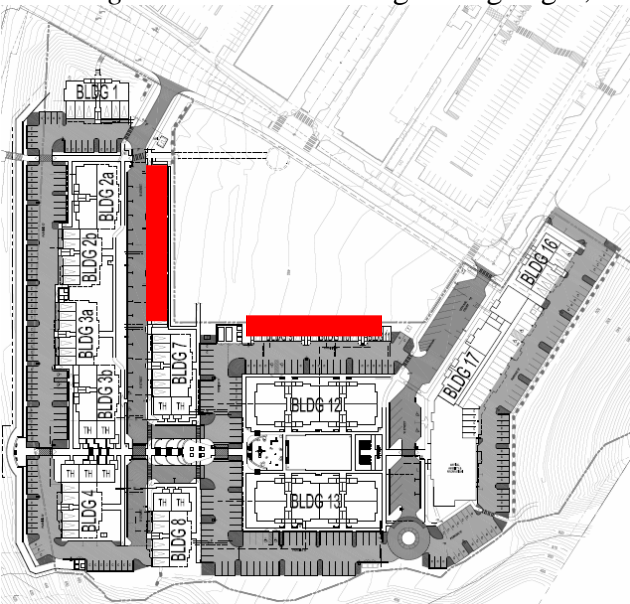
Surface parking

- *on-street parking*: the streets within the site are designed to have on-street, parallel parking, on one side of the street. See *Appendix H, Urban Roads* for more information.
- *tuck-under units*: single car garages tucked under garden or stack flat buildings



Tuck-under parking

- *carriage units*: these are single car garages, clustered together, with 1-2 apartments on top



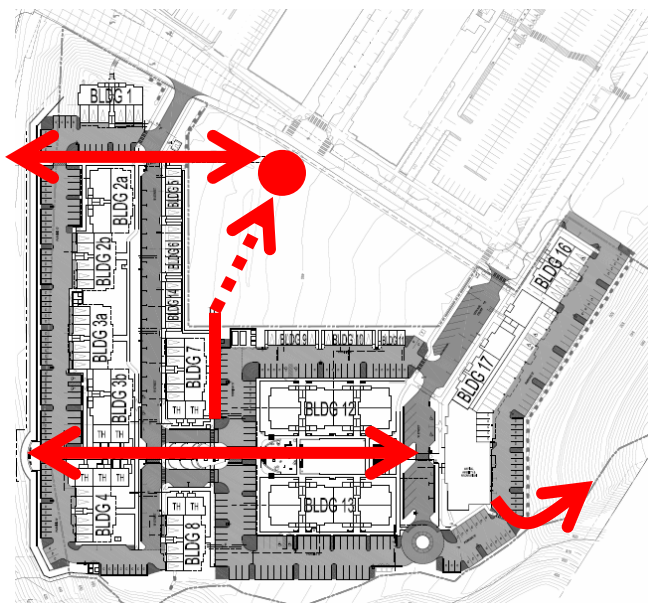
Carriage Units

The Property containing the proposal connects to Highlands Drive via Discovery Drive (currently an access easement over Tract QY). The access easement for Discovery Drive/Tract QY provides the connection from Highlands Drive to two streets, 10<sup>th</sup> Avenue/A and B Streets, connecting into Block 24 to provide the primary internal private vehicular circulation. (Note: Discovery Drive will be completed and accepted prior to Temporary Certificate of Occupancy for any building proposed in this permit.) The Property is relatively flat from north to south but drops 20 to 30 ft. from east to west.

The Property cannot provide vehicular connections to the west, south, or east due to topography; however, there are many pedestrian connections through and to the site:



- Lot 1 of Block 24 is required by the High Streets Retail SDP to provide a 1000 sq.ft. plaza. This application proposes two connections to this plaza: one is from the south side of Lot 1 and the other is from the pedestrian bridge to the plaza, across the northwest portion of the Property.
- The east/west Pedestrian Spine connects the Overlook on the western edge of the proposal to the Office/Amenity/Recreation on the west. Also many residences have their entrances from the Pedestrian Spine.
- At the southeast corner of the property, a proposed trail connects with a future trail through WSDOT.



Pedestrian connections to and through the site; connections to the plaza on Lot 1 are conceptual

The applicant has selected the Traditional Townscape Neighborhood Type east of 10<sup>th</sup> Avenue/A Street and the Cottage Lane Neighborhood Type west of 10<sup>th</sup> Ave. This will create distinctly different areas within this project.

The office/amenity/recreational use in Building 17 will only be used by residents and so is considered an accessory use, thus not counting toward Allowable Development.

Currently the applicant does not plan to develop the project in phases; however, it is possible that the site could be completed in phases. (It should be noted that by “phases” Staff means there is a stop in construction work.) If these blocks are developed in phases, it is necessary to ensure that sufficient services and facilities are provided on each property or for each phase for the site and area to function, be safe, etc.... These might include parking, utilities, access for pedestrians and vehicles, landscape. **[Condition 2]**

To construct the project as proposed, Lot Line Adjustments, Building, Utility, and Sign Permits will be required subsequent to the approval of the SDP application.

Issaquah Highlands hopes to create a live/work/play community whose vision is described in *Appendix A, Goals and Objectives*. Providing work force housing adjacent or near to employers, shopping, and transit is a key part of that vision. Proximity to the High Streets Retail, across Discovery Drive, as well as possible essential services between Highlands Drive and 9<sup>th</sup> Avenue will make this a convenient site. With the upcoming construction of the pedestrian bridge connecting from Block 24 to 8<sup>th</sup> Avenue on the west side of Highlands Drive, hopefully a symbiotic relationship will develop between this project and the hospital. The uses on both sides of Highlands Drive, connected by the pedestrian bridge, will achieve the vision for Development

Area 4 as described in Section 2.2.2.f of the Development Agreement's the Main Body:  
 "...predominantly commercial mixed use 'urban village center'..."



Grand Glacier is the current property owner of Lot 2 as well as the property owner of Lot 1. It should be noted that this SDP has many implications for Lot 1. For instance:

- The Preliminary Plat containing Block 24 required the Master Developer to identify how they would comply with Commitment #4 of the Development Agreement, regarding the provision of public space in Development Area 4. In the High Streets retail SDP, the Master Developer committed to two plazas, one of which contains 1,000 sq.ft. and will be located in Block 24, Lot 1. Though the plaza is outside of this property, it has implications for this permit. With the placement of the plaza on Lot 1, surrounding areas, especially this Lot 2, need convenient access and connections to the plaza, thus the trails from the west and south. The exact route of these trails through Lot 1 has not been finalized but they must be attractive, direct, and convenient; thus probably not through a parking lot
- Lot 2's carriage units will have their pedestrian access from a sidewalk located along the joint property line with Lot 1. This will drive the kinds of uses and activities that can be located on the Lot 1 side of the property line; i.e. again parking lots would not be appropriate. No buffer is required on Lot 1 even though Lot 2's use is residential per *Appendix P, Landscape* Section 7.0.
- Lot 1 may have vehicular access from B Street, north of Bldg 5, but that isn't being reviewed as part of this application. Its appropriateness would be reviewed with Lot 1's land use permit.
- Sections B-B and D-D on Sht L-301 (see Sht A-101 for the location of these sections) show minimal grade differences between Lots 1 and 2, thus reinforcing the importance of careful consideration of Lot 1's adjacent uses.

The vision of Issaquah Highlands is one where a collaborative and anticipatory planning process occurs; see for example *Appendix A, Goals and Objectives, Principle #8*,. This means that the review of permits takes into account land uses and site plans that will come in the future, not just reviewing a permit in isolation.

### **Permit History**

- This parcel was included as part of the original land identified for the Grand Ridge/Issaquah Highlands Development in 1996, except for a tiny portion of the southwest tip of this block.
- In January 2002, a Site Development Permit for Microsoft's Issaquah Highlands' campus was approved (SDP01-001IH). The campus encompassed 150 acres including the land in this permit.
- In 2004, Microsoft chose not to exercise its option on this property, thereby releasing this property for other uses.



- In 2005, a Preliminary Plat for an area including these blocks was submitted: PP05-003IH, called East 42. This plat was approved in December 2005. In 2006, the Final Plat (FP06-002IH) for this area was submitted and recorded that same year in November.
- The City Attorney determined that Microsoft SDP (SDP01-001IH) had expired per IMC 18.04.220.C.5 and Microsoft was informed in March 2006.
- In 2006, a critical area study was performed, SEP06-004IH. This study examined the steep slope at the southern portion of the property. That study approved modification of the steep slope at the south end of Block 24. There were three conditions of approval; one has been completed but two are outstanding. These conditions must be met as part of construction Lot 2, Block 24's proposal. [**Condition 3**]
- In 2007, a Lot Line Adjustment, LLA07-001IH, was submitted and approved. It adjusted the southern boundary of Block 24 as required by SEP06-004IH.

This proposal has been reviewed for compliance with applicable and relevant conditions and information from these previous permits. **Attachment C** contains an accounting of the Preliminary and Final Plat conditions that are relevant to this application.

### ***Approval Criteria***

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Urban Village Development Commission with the confidence that the project meets the standards and guidelines contained in the Development Agreement (DA) and, where appropriate, City Code, prior to the preparation of detailed infrastructure, building, and/or engineering or architectural drawings. The DA contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. Together, the development standards contained in the DA are intended to implement the Urban Village concept for Issaquah Highlands, as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's unique environmental features and development opportunities.

This review process is intended to ensure that proposed projects are: 1) consistent with City policies and regulations; 2) compatible with nearby existing and future uses; 3) designed in a manner which incorporates the project site's features and attributes (e.g. topography, wetlands, waterways, vegetation, views); 4) designed for the efficient and effective layout of the infrastructure; and, 5) designed to protect and enhance the aesthetic values and character of Issaquah Highlands and the City of Issaquah.

Not all of the appendices or standards contained in the DA are directly applicable to the Site Development Permit, since the permit deals only with a planning level review of building footprint layouts, plazas, easements, landscape, streets, paths or trails, etc. Only those goals and standards that apply to the SDP application are discussed in this report.

The analysis of the proposal contained in this Staff Report is intended to serve as the basis for determining whether the above criteria are met.

Due to the general level of most information provided for the Block 24, Lot 2, clarification of expectations is necessary. With this SDP application, any elements of the plan that conflict with City or Development Agreement Standards are not approved unless explicitly approved by the

Notice of Decision for this application or by a separate Administrative Minor Modification.

**[Condition 4]**

As with any application, especially one of this size and complexity, there are some inconsistencies, conflicts, and incomplete information. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this permit's Notice of Decision shall be resolved by the Responsible Official, utilizing the Staff Report and in consultation with the applicant, at the time of the future application. **[Condition 5]**

***Public Notice***

As part of the public hearing process, public notice must be provided to all property owners within 300 feet of the exterior boundaries of the site at least 10 days prior to the hearing. Additionally, a notification of the land use action is to be placed at the project site at least 14 days prior to the hearing. Finally, a notice must be placed in the local newspaper at least ten (10) days before the hearing. Parties of record are to be notified in writing at least ten (10) days before the public hearing.

A Notice of Application was distributed on September 24, 2009. A workshop is scheduled for December 1, 2009 and public hearing is planned for December 15, 2009. Public notice of the UVDC workshop was provided in the Issaquah Press on November 18, 2009. Notice of the UVDC public hearing occurred in accordance with the requirements of *Appendix L, Processing* and the City of Issaquah's Land Use Code, 18.04.180 (Public Notice).

***Proposal Modification***

Approval of a SDP gives conceptual or planning level approval for the project proposed to the UVDC. Changes to the elements and/or information contained in the SDP must be approved by the Responsible Official. Changes may be categorized as either minor or major. Minor changes which maintain the vision, character, and intent approved by the UVDC and as documented in the Staff Report (or if not addressed in the Staff Report, as shown or described in the application), will be processed administratively; major changes which alter the vision, character, and intent should be processed through the UVDC. The Responsible Official shall determine what constitutes a major or minor modification to this application.

It is assumed that all wet and dry utility vaults, meters, equipment, and appurtenances are shown on the drawings; i.e. not just their placement but their relative height or presence. Identifying these elements during SDP review is just as critical as identifying buildings, landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification. **[Condition 6]**

### **III. Development Standards and Regulations**

***Main Body of the Development Agreement***

The Main Body of the Development Agreement establishes the framework for all Issaquah Highlands requirements, as established by Section 18.06.120B of the Issaquah Municipal Code. To that end, it contains the base information for the Issaquah Highlands development: land allocation, number of residential units, amount of retail and commercial square footage, required mitigation, etc....

Under Section 3.2, of the Development Agreement, Allowable Development for Issaquah Highlands is established. This Urban Village's residential Allowable Development is 3250 unless some of non-residential square footage is converted to residential; currently none has been converted. The MDRT tracks all land uses to ensure proposed development does not exceed the Allowable Development.

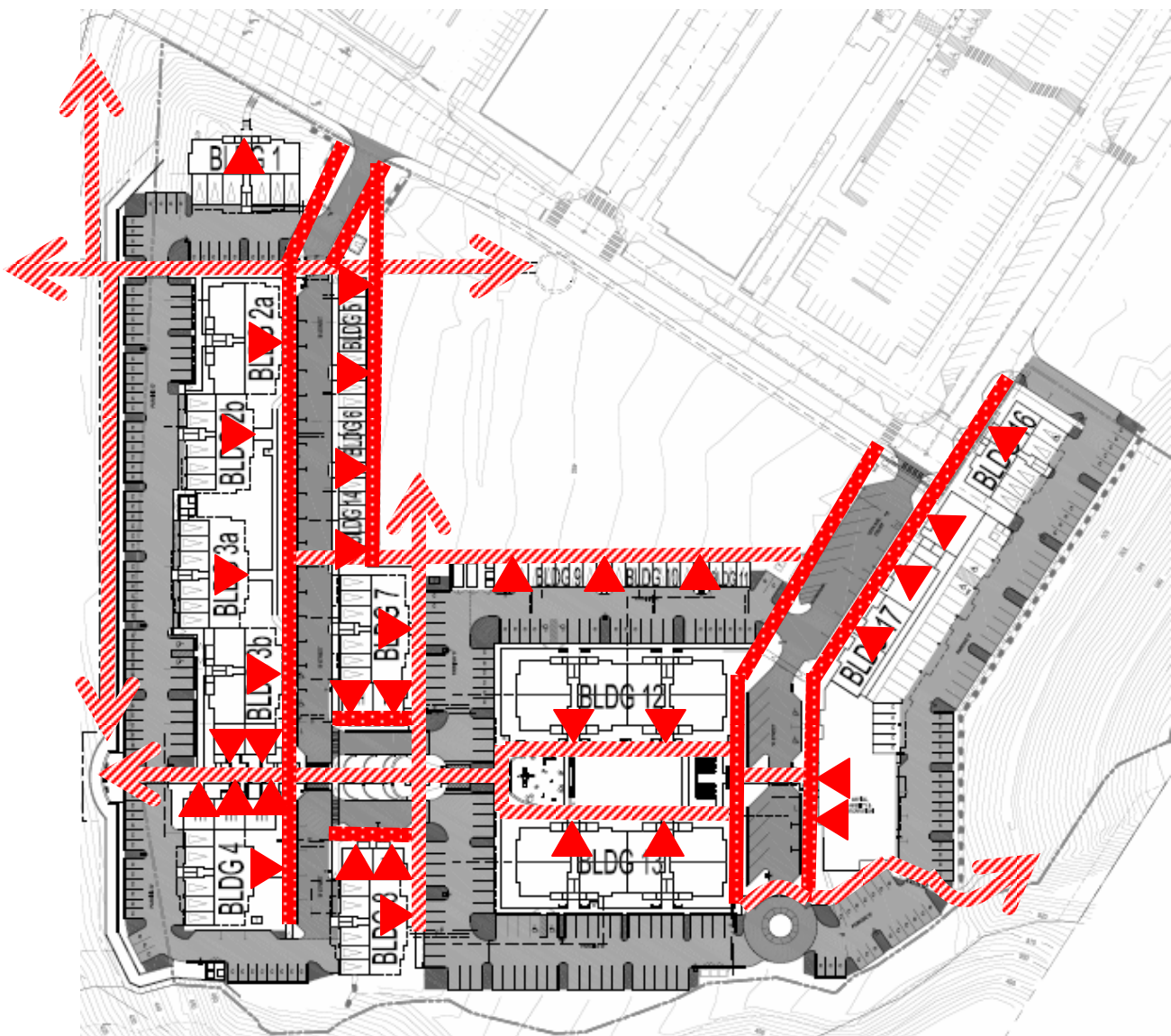
### ***Appendix A: Issaquah Highlands Guiding Principles***

Appendix A provides guiding principles and establishes community expectations for the Issaquah Highlands. In general the application meets the nine project principles in Appendix A. The following are the nine Principles of the Issaquah Highlands project with selected text (shown in italics) provided as the basis for conditions or to indicate compliance, followed by discussion.

1. *Sustainability and Stewardship: build a sustainable and sustaining community; resource-efficient buildings; encourage restoration, conservation, reduction, reuse, and recycling of site and landscape materials throughout the construction and operation of the project; develop mixed-used, pedestrian oriented communities*  
Green building and sustainable building techniques shall be encouraged for this project; the applicant is to construct their buildings to 4 Star Green Building.
2. *Pedestrian Friendly Design: to establish through land use proximities and circulation infrastructure a community that encourages walking, bicycling, and transit use; conceptually clear, user friendly transportation system; functional and safe walkways and bike paths; access to retail, grocery, public facilities, and offices; give circulation priority to pedestrian scale proximities, activities, and orientation*

The project is centrally located, close to the heart of the Town Center, near High Streets retail, grocery etc..., just a few blocks from the Park and Ride, and is the eastern landing point for the pedestrian bridge. The pedestrian bridge, crossing Highlands Drive, will facilitate walking and biking to potential employers, such as Swedish Hospital and Proliance Medical; see *Appendix H, Urban Roads* below for more information on the timing of the bridge construction.

The project has two types of pedestrian circulation routes (trails and sidewalks) providing pedestrian connectivity within the site and adjacent uses such as the future trail to WSDOT property in the southeast corner of the site, the future pedestrian bridge, and the future plaza located in Lot 1.



#### Legend

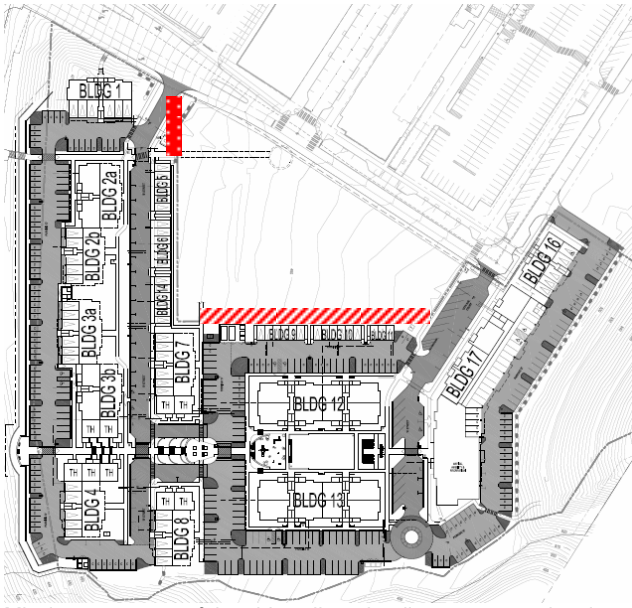
Red dashed line with arrow: Sidewalks

Red dashed line: Trails

Red triangle: Main entry to building/residences (tip of triangle is located at entry; some triangles represent more than one entry)

The above diagram represents the plan with necessary modifications to comply with pedestrian orientation. The modifications are:

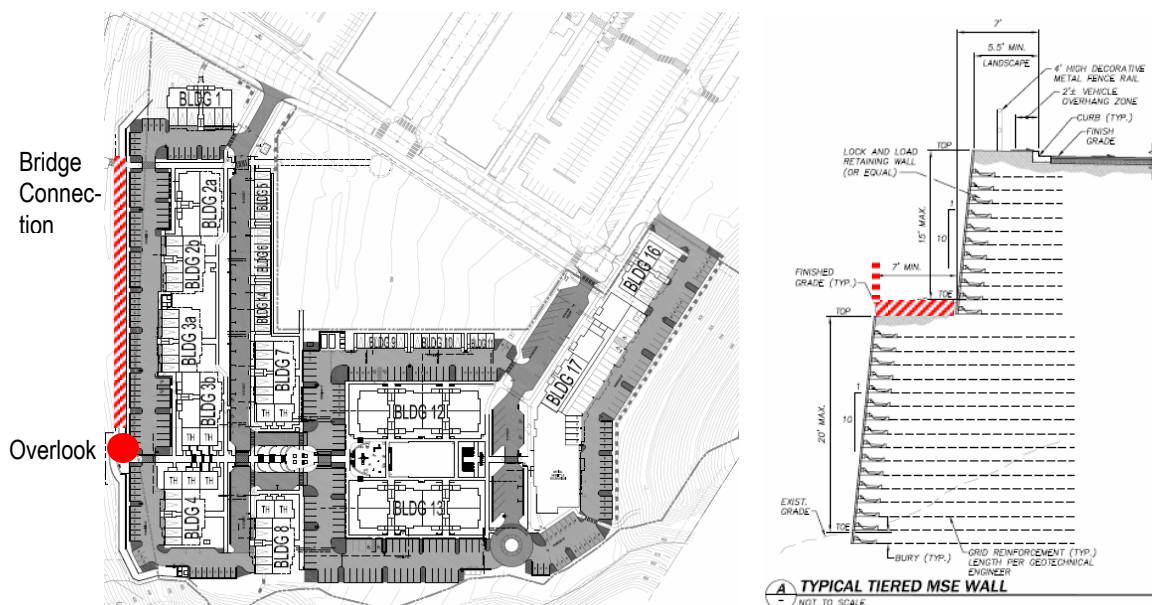
- orienting all main building entries to sidewalks (associated with streets, discussed below in *Appendix H, Urban Roads*) or trails (regulated by and discussed below in *Appendix T, Trails*). Contrary to the application, buildings may not have main entrances from parking lots as that is not pedestrian but car oriented. For instance, all the carriage units (Buildings 5, 6, 9, 10, 11, 14) shall have their entrances facing Lot 1. Buildings 7 and 8 shall have their main entrances on the east from a trail. However, secondary entrances may be located on parking lots.
- adding, or extending to, sidewalks and trails to complete the necessary connectivity, allowing a pedestrian to travel to and from outside pedestrian routes (e.g. Discovery Drive, pedestrian bridge) to the main building entrances via sidewalks or trails. **[Condition 7]**



Missing segments of the sidewalk and trail system; see drawing above for Legend

To be pedestrian friendly, sidewalk and trails must be pleasant, direct, easy to find. This will result in some segments being straightened out or slightly modified (e.g. the sidewalk in front of Buildings 2 and 3, the trail crossing B Street connecting the pedestrian bridge to the Lot 1 plaza). The application also proposes to provide walkways in front of garages immediately adjacent to the garage doors. This is neither safe nor pedestrian friendly. As required by AM09-003IH, a change in paving materials may be provided to create the perception of a narrow roadway, but it may not be designed to imply it is a sidewalk suitable for pedestrians.

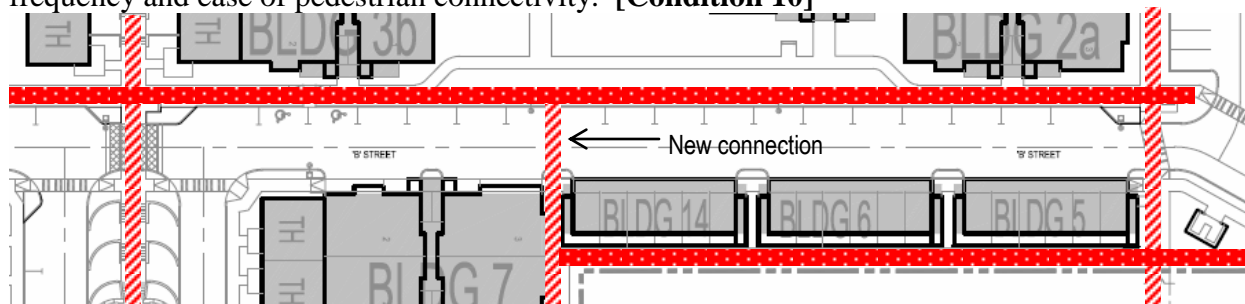
A pedestrian friendly community also provides pedestrian connections where people will want to go. Currently no connection is provided from the Overlook, at the west end of the Pedestrian Spine, to the pedestrian bridge. If pedestrians see one from the other, the only way to walk to it is via the parking lot. As mentioned above, having no choice other than a parking lot to connect between places pedestrians will reasonably want to go, is not pedestrian friendly. Staff recommends that the trail connecting the Overlook to the pedestrian bridge be located between the retaining walls (shown below), away from the parking lot. With trailing plants above and decorative handrails, the trail can provide an appropriate pedestrian connection. Other connection routes may be proposed as long as they are separate from the parking lot; a trail separated by a few feet from the parking lot does not meet this requirement. **[Condition 8]** Another trail, between the pedestrian bridge and Discovery Drive and which is ADA accessible, is required by the Preliminary Plat. See *Appendix H, Urban Roads* for more information.



New trail connecting Overlook with pedestrian bridge between retaining walls; see drawing above for Legend

Where pedestrians interface with vehicular routes at trail crossings, treatments shall be used which clearly delineate the pedestrian priority and enhance pedestrian safety. **[Condition 9]**

Finally, pedestrian orientation and proximities not only relates to the design of the pedestrian facilities but also their frequency. Sidewalks associated with streets are the primary pedestrian facilities but where there are no streets, trails are provided to create pedestrian connectivity. In general the proposed frequency of pedestrian facilities is good. However with the sidewalk east of the Carriage Units, a mid-block connection to the western sidewalk is necessary given the length of that block and inconvenience of the southern connection; providing an additional connection at one of the breaks between Carriage Units will provide a more appropriate frequency and ease of pedestrian connectivity. **[Condition 10]**



B Street, additional trail crossing between Buildings 7 and 14; see drawing above for Legend

All of the trails mentioned here are regulated by *Appendix T, Trails*; see discussion in that Appendix for design specifics. As all the roads in the project are private, easements to the City shall be granted on trails as well as streets and sidewalks to allow the public to use them. **[Condition 11]**

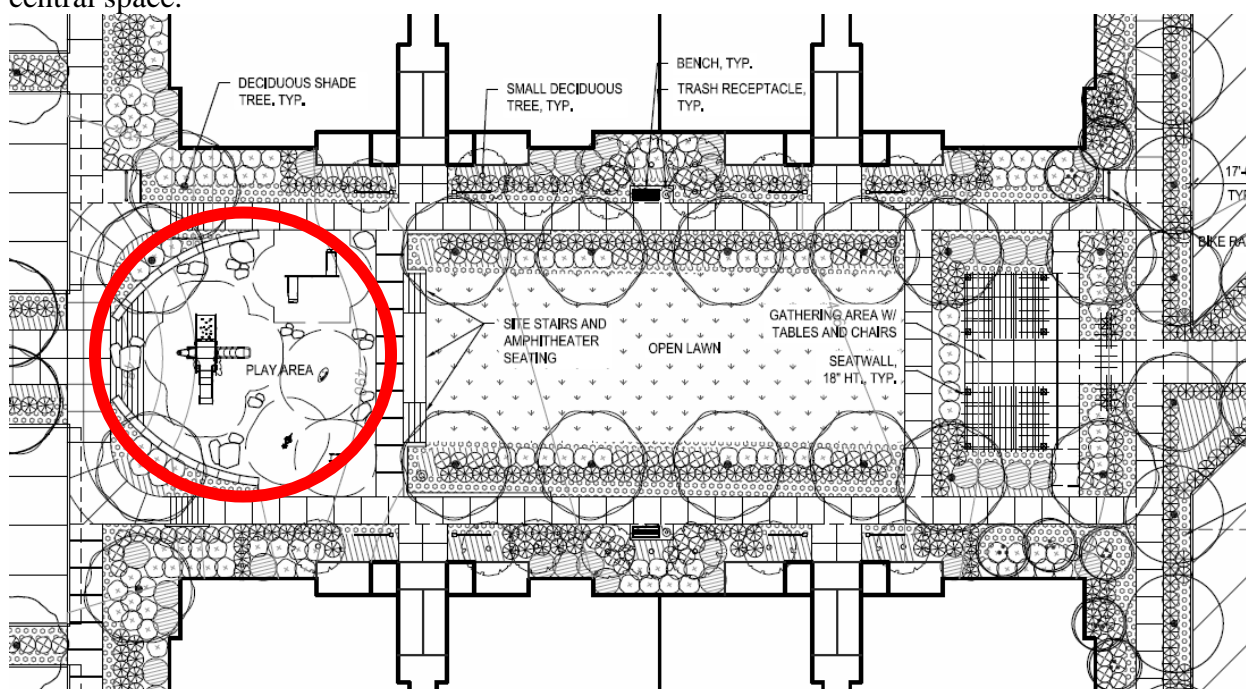
3. ***Integrated Diversity:** diversity of incomes, public and private spaces that enhances the richness of people's lives; variety of housing; variety of neighborhood character.*

The project is designed to provide a variety of housing types (townhomes, garden apartments, stacked flats, carriage units) to meet diverse residential needs, at a moderate income level. A series of public and quasi-public spaces is integrated into the design of the project where people can meet and gather, such as the Overlook, Pedestrian Spine, central lawn and play area, Amenity/Recreational Facility in Building 17.



4. Community Values: *while respecting individual privacy, create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; provide children-sensitive design to meet current increased demographics; provide a visual language which clearly defines the boundaries of the different sections of the community; integrate a variety of safe places for children's play and exploration, including parks, community gardens, natural play spaces, and safe streets; provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks; provide land for community centers.*

As mentioned above in Principle #3 a variety of indoor and outdoor spaces has been proposed; in addition, a trail connection is located at the southeast corner, connecting to the WSDOT parcel. The project proposes to create a 'sociable public realm' through the use of a sidewalk and trail environment that is attractive, safe, inviting, and pedestrian friendly. The play area provided in the central portion of the project is appropriate given the Cottage Lane Neighborhood type. The applicant has shown a structured play area at the west end of the central space.



Central park area (Sht L-103 excerpt)

A structured play area may not be appropriate in this circumstance given the potential wide age range of children and limited open areas available to all residents. A more child-sensitive approach which is also more consistent with the Cottage Lane Neighborhood Type character (i.e. random and informal) would be to design this area for play without making it exclusively for children's play through the use of big toys. (See *Appendix S, Urban Design Guidelines* below for additional discussion of character.) This could include boulders, paths, stepping stones, secret places, berms and hills, dry or wet stream, slides, edible plants. This allows more diverse and adventurous play, consistent with the neighborhood type's character while not precluding other residents from visually and physically enjoying the area. **[Condition 12]**

5. Civic Celebration and Community Amenities: *give special prominence, maximum public exposure, and extraordinary architectural quality to common community spaces; provide an overall urban design in which people can orient themselves; provide covered and open parks for games and sports; create design features to mitigate for the rainy season, extending*

*pedestrian functioning beyond the sunny days.*

The project contains a variety of spaces for social interaction. Way-finding and user orientation will be enhanced by creating an interconnected pedestrian system of sidewalks and trails. In addition the Pedestrian Spine and central open area plus the streets entering the site will assist with orientation. It is unclear if primary building entries have weather protection which is an important element of both pedestrian orientation and highlighting entries to orient people to them. Thus weather protection must be provided at each primary building entry and it is strongly suggested that it be provided at secondary entrances as well.

**[Condition 13]**

6. *Identity within Local Context: design boundaries between human and natural worlds by creating artistically designed gates; provide interpretive shelters at viewpoints; include artists into design teams, exploring integration of artistic languages into design.*

Since Block 24 sits on the project's edge, its relationship should transition, enhance, and introduce the natural edge. Use of informational placards, gates and shelters can incorporate and improve these transitions.

7. *Self-sufficiency and Regional Contribution: create a complete community that accommodates living, working, learning, playing and nurturing while contributing to the richness, opportunity, and quality of life of the region.*

The affordable residences proposed offer a balance to the detached single family houses built elsewhere in Issaquah Highlands.

8. *Vitality, Flexibility, and Collaboration: grow a vital and economically viable community where private business, government, citizens, and Issaquah Highlands community members themselves collaborate to respond to the issues and needs of a changing future; exploit strategic I-90 location; ongoing collaboration between private, public agency, residents, and citizens at large; flexibility to respond to a changing future.*

The vision of Issaquah Highlands is one where a collaborative, flexible, and anticipatory planning process occurs. This means that the review of permits takes into account land uses and site plans that have or will come in the future, not just reviewing a permit in isolation, e.g. providing a trail connection to the southeast, connecting to the pedestrian bridge and Lot 1 plaza, considering the edge where Lots 1 and 2 will meet. Since Lot 1 must have a plaza and Lot 2 should have pedestrian connections to that public space, identifying the connections now ensures that connections are not precluded, complying with Principle #8. At the same time, while a vehicular interconnection to Lot 1 may be a good idea, until its site plan is prepared it will not be possible to know if a connection is appropriate and useful, even though anticipating the possibility is good planning.

9. *Economy and Serviceability: adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving.*

The project is proposed as an urban development, connected to a grid street pattern to maximize connectivity. There are instances where paved areas are not as narrow as they could and should be while maintaining functionality. For instance, where cars are not backing out in the parking lot, drive aisles only need to maintain a width for travel which at Issaquah Highlands is 18 ft. This would reduce the roads with two-way traffic and/or drive aisles in parking lots where no backing is occurring. **[Condition 14]** Likewise reducing the amount of paving in parking lots is consistent with this principle as well as the landscaping standards. By allowing cars to overhang into landscape and/or walkways, with appropriate increases in the depths of the landscape or walkways, the proposal will implement the vision

of the Development Agreement. The overhang should be clearly shown on drawings to ensure the reviewer is clear where this technique is being used. [**Condition 15**]

The proposal is generally consistent with the *Appendix A, Principles* provided the recommended conditions are met. **Attachment D** contains *Appendix A, Goals and Objectives* relevant to this proposal.

### ***Appendix B: Land Use Development Standards***

Land use standards are located in Appendix B. The Property is located in Development Area 4 with the southwest corner in the Lakeside South Approved Expansion Area.

For Development Area 4, land use standards are located in Appendix B; however, land uses were not provided in this appendix for Lakeside South Expansion Area. (Appendix B contains land use information on two expansion areas: Lakeside North, referred to as the North Expansion Area, and WSDOT, referred to as the South Expansion Area.) Subsequent to the adoption of the Development Agreement, land uses were adopted for Lakeside South by Administrative Minor Modification AM01-030IH. Development Area 4's development sub-areas have been modified by AM01-008IH to consolidate them into a single development sub-area.

Item	Development Area 4	Lakeside South Expansion Area
Permitted Land Uses	Residential, Retail, Recreational, Commercial (subject to limitations to protected groundwater)	Residential, Retail, Recreational, Commercial (subject to limitations to protected groundwater)
Proposed Land Uses	Residential	Residential
Permitted Residential Density	5-80 du/ac	5-80 du/ac
Proposed Density	25 du/ac	25 du/ac

The office/amenity/recreational opportunity in Building 17 is considered an accessory use as they are present to serve Block 24's residents, thus they do not count to Allowable Development. The proposed density and uses are consistent with Appendix B. (Note: the application cover sheet indicates FAR but that is not relevant to residential development at Issaquah Highlands.)

### ***Appendix C: Quarry Area Development Standards***

Quarry operations no longer occur within Development Area 4. The requirements of this Appendix are not applicable.

### ***Appendix D: Stormwater Management and Ground Water Protection***

The Development Agreement includes Stormwater Management and Ground Water Protection to prevent flooding and erosion, provide soil stability, preserve water quality and quantity, maintain baseflows, and specify maintenance and operation provisions. A conceptual drainage system plan is shown on Shts C-5.01, 5.02, 5.03, and 5.04.

This property is within the West 45 drainage basin and dirty stormwater is discharged to the West 45 Detention Vault. Clean stormwater is discharged to the Flow Splitter. Dirty stormwater will be collected within the site and conveyed west to the West 45 Detention Vault where it will be detained, treated, and released to the North Fork of Issaquah Creek. The western stormwater connection will be at an existing stub (provided for this purpose); however the capacity of the existing stub should be verified prior to Utility Permit approval. [**Condition 16**] The eastern connection is at an existing manhole. There may not be sufficient space within the existing

manhole to make the connection shown (and still maintain structural integrity of the manhole) and the location and/or configuration of the connection may need to be revised prior to Utility Permit approval. Any unused stubs must be removed at the trunkline and plugged in accordance with City standards. **[Condition 17]**

Clean and dirty stormwater must be conveyed separately from the site. Clean stormwater is from roofs and walkways without vehicular traffic. Dirty stormwater is from roads, driveways, and parking areas. The applicant is required to provide a technical design report in conjunction with the Utility Permit submittal that can be used to verify that the clean and dirty impervious areas are consistent with the approved stormwater model for this site. **[Condition 18]**

Several retaining walls are shown on the western edge of the property; however it is not clear how drainage from these walls (both surface and sub-surface runoff) will be discharged from the site. It is likely that the drains serving these walls will be below the invert elevations of the clean and dirty stormwater stubs in Discovery Drive. Stormwater from these walls may not be discharged to a location other than that assumed in the approved Stormwater Model unless the model is revised and the impacts of the discharge can be mitigated. **[Condition 19]** Until a wall design is completed and their presence is endorsed by a licensed geotechnical engineer, large evergreen trees, such as those shown between the western walls are not allowed.

There are several locations noted in the landscaping plans where “biofiltration perennials” are proposed for planting. Some of these areas are adjacent to off-site steep slopes. Prior to the approval of any landscaping plans that allow biofiltration or infiltration associated with landscaping, a critical area study must be completed which shows that infiltration on this property will not adversely affect the adjacent slopes and retaining walls. **[Condition 20]**

Appendix D, Section III.A.2 and 3 (Groundwater Quality), directs landscape management and restricts certain materials (e.g. copper, galvanized). With the Utility Permit for landscape, the applicant will need to submit a landscape management plan indicating what type of, and how, pesticides and fertilizers will be applied, consistent with project expectations. **[Condition 21]** Also with Utility and Building Permit review, the submittals will be scrutinized to ensure restricted materials are not proposed.

### *Grading*

A grading plan is shown on Shts C 4.01, 4.02, 4.03 and C 4.04.

Grading at the western and southern edges of the project may result in slopes that drain onto adjacent property. A prior Preliminary Plat condition requires that a Critical Area Study be completed which addresses surficial sloughing on the property to the south. Utility Permits must address this situation and provide a means to control surface runoff so that it is not a nuisance for adjacent property owners and does not impair use of those properties. **[Condition 22]**

The applicant has not proposed retaining walls except in a few circumstances. Most but not all walls heights are specified. Walls adjacent to pedestrian areas should be scaled to create a comfortable pedestrian environment. Wall heights specified are appropriate where they have been identified either because they are pedestrian scaled or are away from pedestrian routes. Any walls more than 4 ft in height which were not labeled as such or which are added subsequent to this SDP, require additional review and may require additional mitigation thru the Building or Utility Permit review. **[Condition 23]** In addition, with Utility and Building Permits, it will be determined where and if fall protection must be provided. Also to facilitate successful landscape establishment, no slopes should be greater than 3:1 slope. **[Condition 24]**

Structural fills more than 15 feet high that have a resultant slope of greater than 40% do not need setbacks or buffers under the following circumstances; 1) they have been designed by a licensed geo-technical or structural engineer, and 2) construction was performed under the guidance of a licensed structural or geo-technical engineer and 3) the as-built plans are certified by a licensed structural or geo-technical engineer. Otherwise, these areas will be treated as steep slopes under *Appendix E*; see below. [**Condition 25**]

### ***Appendix E: Critical Areas Development Standards***

The Critical Areas Regulations are included in the Development Agreement to supplement the development requirements of the project for environmentally critical areas by providing for additional controls without violating any citizen's constitutional rights. Added standards are provided for land encumbered by: coal mine hazard, erosion hazard, flood hazard, floodway, landslide hazard, seismic hazard, steep slope, wetlands and streams. Per AM07-005IH, the Talus Critical Area Regulations now apply to Issaquah Highlands.

The western side of the site, though steep, is not steep enough to be regulated as a critical area. The south and east sides of the project either have steep slopes within Block 24 but outside of the proposed boundaries of Lot 2 or adjacent to the Block 24 property line. This is discussed below in more detail.

*South:* This slope was evaluated and modified by SEP06-004IH which permitted a small area of the slope to be removed. Steep slope buffers are located in Tract QT though Building Setback Lines (BSBLs) and Structure Buffers are identified on LLA07-001IH which constrain where buildings can be located. It appears that the proposal conforms to all the building placement limitations but this will be confirmed with building permits. A condition of the Critical Area Study requires that surficial sloughing on this slope (including the areas off-site) be addressed and mitigated. In addition, the Preliminary Plat as well as this SEP permit required that the area south of Block 24 be revegetated. [**Condition 3**] In addition it is likely that the work to modify the eastern slope will impact existing vegetation. Any areas outside of the future site but which are disturbed as part of the construction of this site, e.g. the slope above the retaining wall, shall be replanted with native vegetation prior to issuing the Certificate of Occupancy for this building. A landscape plan must be reviewed and approved prior to plant installation [**Condition 26**]

*East:* As part of Microsoft's grading work, the east side of the East 42 plat area was graded, resulting in a steep slope along Blocks 20, 23, and 24. The Preliminary and Final Plat noted that by Building Permit the steep slope must be eliminated (as modified by AM06-005IH). The applicant has submitted a Critical Area Study (SEP09-001IH) which supports the required buffer reduction and the relocation of the toe of slope through grading and the construction of retaining walls. Although the Critical Area Study supports a specific solution, other solutions may be available and could be proposed during the Utility Permitting phase of the project. Alternatives will be considered as long as they implement/enable the features shown on this application (building location, drive aisle locations, parking configuration) and are accompanied by a Critical Area Study that meets the requirements of Appendix E. [**Condition 27**]

*Access to Critical Area Tracts:* Described above are two critical area tracts, both containing steep slopes: Tract QT to the south and proposed Tract QO to the east. In the Preliminary and Final Plat for East 42, an access easement to Tract QT was provided over all of Block 24 as the configuration of development within the block was unknown. At a future time, this access easement can be reconfigured so the access to Tract QT coincides with access routes as constructed. The reconfiguration will not occur until Certificate of Occupancy to ensure that the

access easement matches the facilities that are actually constructed, not just as proposed. An access easement to Tract QO is proposed as part of the Short Plat that creates it. An access easement to Tract QO must be provided to the City to enable access and maintenance of this tract. This easement will be recorded with the Short Plat, however it can be relocated in case the final developed form of Block 24 is modified in some way that is inconsistent with this location. Finally the Short Plat creates one other tract to the west, Tract QN. Though steep, this tract does not contain steep slopes. Access to this tract is provided via an easement recorded with the Final Plat. **[Condition 28]**

*General Critical Area Requirements:* The Preliminary Plat took note of the adjacent critical areas and required special measures when working near them in Approval Condition #14. Any activities on-site must comply with this requirement. **[Condition 29]**

As the steep slopes are at or close to the proposed property line of the Property, signs explaining the nature and value of the critical area are required to notify the public. This is also consistent with Preliminary Plat Condition #13 and Final Plat Condition #21. **[Condition 30]**

### ***Appendix F: Water Service***

All domestic water facilities in the Property will be designed in accordance with Appendix F of the Development Agreement, City of Issaquah standards and policies, and best engineering practice. Some of these facilities will become a part of the City's water system upon completion and all public water pipelines must be located in public right-of-way or on easements.

A water system plan is shown on Shts C-5.01, 5.02, 5.03, and 5.04.

Water service is available via connections to an existing water main in Discovery Drive and two connections are shown. The existing water mains must remain in-service during construction. The main in Discovery Drive is looped and provides an adequate connection for fireflow and redundancy.

The Property is within the 742-pressure zone. Pressures at the water meters will be approximately 125 psi, which will require pressure-reducing devices on all building services and public water meters.

The existing water mains are supplied by the existing Holly Street Pump Station No. 1 and the Holly Street Pump Station No. 2. Equalizing, fire flow, and standby storage are provided by the dual-bay 742 Zone Reservoir.

The on-site water distribution system is composed of an 8-inch diameter loop around the major buildings and in the looped access drive. An 8" main does not meet City standards and will need to be upgraded to 12" to meet maximum velocity criteria. All elevations within the project can be served without booster pump stations, including the highest finished floor elevations within the proposed structures. A water main is shown between building 4 and 3B serving a hydrant to the west of these buildings. This main is under a stairway and is not easily serviceable using standard methods and tools and must be relocated to an alternative area. **[Condition 31]**

Fire flows are estimated to range from 3,500 gpm to 5,000 gpm. The Fire Marshall will establish actual requirements during Building Permit review. Based on this planning level submittal, a sufficient number of fire hydrants have been provided and they are appropriately located, except as noted below in *Other Review, Fire*. Sprinklers will be provided in all buildings according to the requirements of the Uniform Fire Code and any additional measures required by EF&R during Building Permit review.



All public meters will be located within the rights-of-way or in public easements. The meter locations must be compatible with the urban design and landscape design requirements. All water meters must be located such that they can be accessed with the City's drive-by meter reading system.

Several fire hydrants are shown on the western edge of the property, adjacent to the western retaining walls. Runoff from a flowing hydrant could compromise these walls and possibly access to Issaquah Highlands on Highlands Drive. These hydrants should be moved to the eastern edge of the drive aisle (and the grading should slope away from the walls to the west) or the site should otherwise be designed so that a hydrant failure or leak will not compromise the slope and retaining walls. **[Condition 32]**

Water conservation methods have not been identified but will need to be consistent with the Issaquah Highlands project requirements; this will be reviewed with the Utility Permit for landscape. Water conservation set points (frequency and duration of irrigation) are not indicated, but will be required with landscape submittal.

### ***Appendix G: Sewer Service***

Sanitary sewer facilities in the Property will be designed in accordance with this Appendix, City of Issaquah standards, and best engineering practice. Some of these facilities will become a part of the City's sewer system upon completion and all public sewer pipelines must be located in public right-of-way or on easements.

A sewer system plan is Shts C-5.01, 5.02, 5.03, and 5.04.

Sewer service is available in Discovery Drive via a connection to an existing sewer trunkline. The existing off-site sewer mains have sufficient capacity to service this application; however, the stub that serves the property must be checked to ensure adequate capacity. All existing off-site sewer pipes must remain in-service during construction.

### ***Other utilities***

All above grade dry utility vaults and risers must be placed on private property (outside of the right-of-way). Manholes, hydrants, and other vaults and meters will occur within this site. Where utility transformers are located within planting beds, they shall include landscaping and screening consistent with *Appendix A, Goals and Objectives* and *Appendix S, Urban Design Guidelines*.

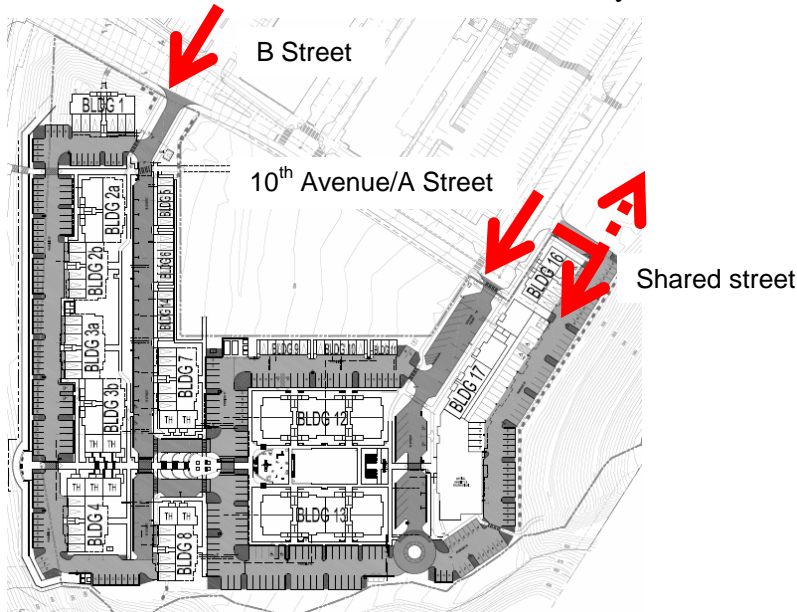
### ***Appendix H: Urban Road Design Standards***

Appendix H provides the standards for roadways in Issaquah Highlands. The standards are equally applicable to public and private streets and drives as no distinction is made between their function or appearance. No on-site public roads are proposed.

#### ***Site Access***

Permanent access to the Property is from 10<sup>th</sup> Avenue and Discovery Drive which connects to Highlands Drive. From Highlands Drive, Issaquah Highlands' residences, the Sammamish Plateau, downtown Issaquah, and I-90 are immediately accessible. Both 10<sup>th</sup> Avenue and Discovery Drive are privately-owned but encumbered with an easement that allows public access. Emergency Access to the site is from these same streets. .

Two vehicular access points are proposed: the extension of 10th Avenue as well as B Street on the western side of the project. The 10th Avenue extension is the primary public site access. The intersection of 10<sup>th</sup> Avenue and Discovery Drive will be perceived as a standard intersection although some legs are right-of-way and some are privately owned, including the one into Block 24. In addition, a road which could be shared by Blocks 23 and 24 is proposed.



Site Access Points with possibly shared access to Block 23

Temporary Construction Access to the site is from Discovery Drive. Construction traffic must use public streets to service this site which could have an impact on the existing street network. It might be necessary to require employee and contractor parking on-site in order to minimize the impacts to the public streets. This will be examined and the impacts will be mitigated in conjunction with the Utility Permits and/or Building Permits. The goal will be to minimize nuisances to the public while still providing reasonable access to the site for contractors and construction workers.

### *Traffic*

The public street network to the north of the application is complete and no new roads are anticipated off-site. New roads are required on-site to provide access for residents and guests.

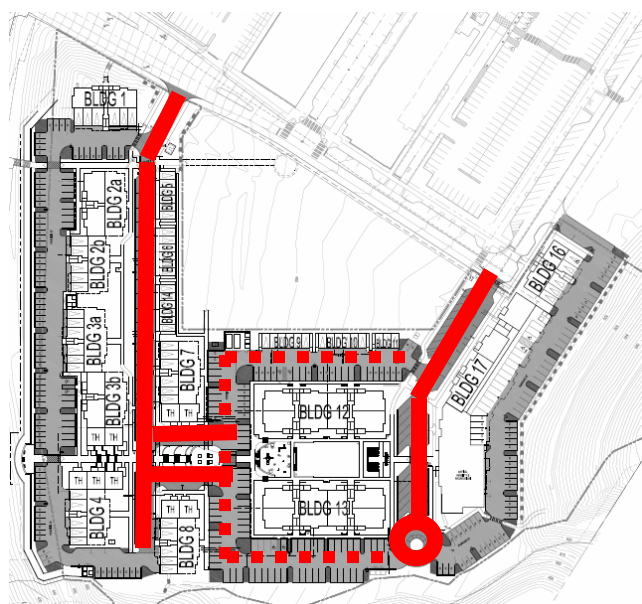
The applicant has identified that this application is for a total of 240 Multi-family residential units. Using standard ITE trip generation rates (the standard for the City and Issaquah Highlands) this application will generate 267 peak hour PM trips. The Preliminary Plat for Issaquah Highlands East 42 area (PP05-003IH) in which Block 24's SDP is located, established a trip distribution for the blocks within the Plat. The trip distribution chart contained a cumulative total of 2490 trips; the note below the chart listed a plat-wide limit of 1,881. No data was provided with the Preliminary Plat to substantiate either number. It is the City's opinion the cumulative total of trips (2490 PM Peak Trips) demonstrates a better representation of the traffic capacity in the East 42 area and should be used for land use planning purposes. Along with the approved trips from Blocks 19 and 20, and the High Streets SDP, this application is within the capacity of the existing roadway network.

The application includes a driveway entrance on the western edge of the property, to the west of Lot 1. This western driveway is located within a lane taper on Discovery Drive which is not an approvable configuration. Prior to the approval of the first Utility Permit, the applicant must

redesign either the driveway or Discovery Drive (or both) in order to eliminate potential merge/taper/weave conflicts with ingress and egress to the site. This may be accomplished by moving the taper to the east, so that the taper transition starts east of the driveway or by adding a drop lane that terminates in the Block 24 access driveway; as long as that solution can be shown to accommodate the same level of traffic as the existing Discovery Drive lane configuration. Port Blakely communities (the current owner of Discovery Drive and Lot 1) has provided a letter identifying that they endorse either of these solutions and that the right-of-way or Lot 1 property lines may be moved to respond to this condition. **[Condition 33]**

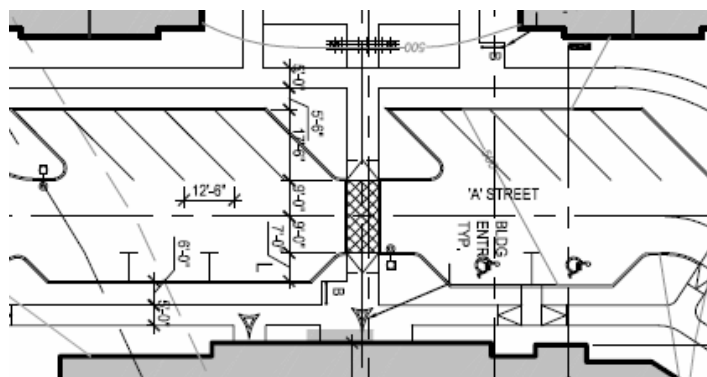
### *On-site Vehicular Circulation*

The Property is surrounded by steep slopes or significant topographic changes on the west, south, and east sides. Thus on-site vehicular routes are dead-end, though parking lots provide the opportunity for connection. Discussion of individual road classifications is below; see also **Attachment G: AM09-003IH** for modification of Urban Road Standards for this project.



Streets; dashed lines are vehicular connections through parking lots

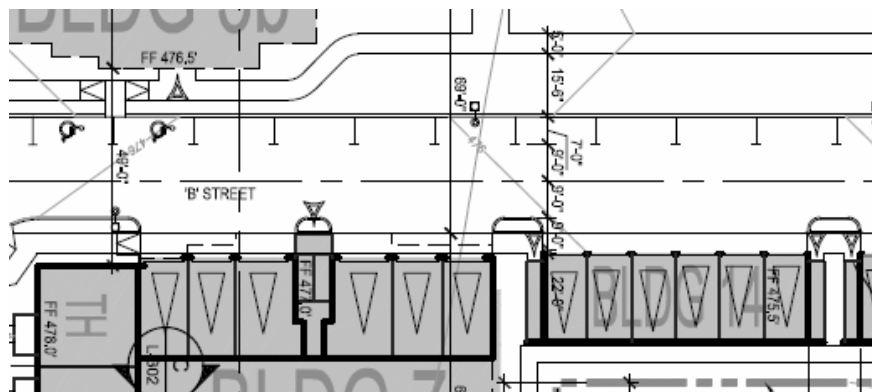
10<sup>th</sup> Avenue/A Street: This street is proposed as a Non-Residential Street, as approved by AM05-010IH and AM05-011IH. As the name indicates these are not generally for non-residential areas; however, an approval condition allows its use where residential land uses represent 30% or less of the street frontage. From Franklin Drive to the on-site traffic circle, Block 24 comprises 27% of the street frontage, thus the on-site segment may use this standard. To better match the residential setting, AM09-003IH modifies the standard by reducing the travel lanes to 10 ft and the sidewalks to 5 ft. Generally the proposal meets the standard, though slight modifications are necessary; these details will be reviewed with construction permits.



Non-residential Street as proposed in SDP (Sht A-10, excerpt)

**B Street:** This street is a Sub-collector 2 consistent with an AMM approved for this project, AM09-003IH. There are several details that are inconsistent with the AMM, such as:

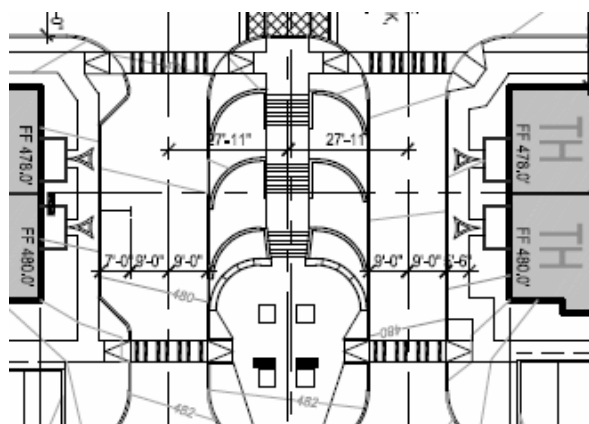
- The planter strip widens to more than 15 ft. Though wider planter strips are welcomed in certain situations, in this case it is inconvenient for pedestrians, and thus should not be used.
- The area in front of the garages is wider than the 4 ft required. This is acceptable; however the use of this area as a walkway is not. The walkway shown behind the carriage units is the safe and appropriate location for pedestrians to access residences and walk through the community.



Modified Sub-Collector 2 Street as proposed in SDP (Sht A-10, excerpt)

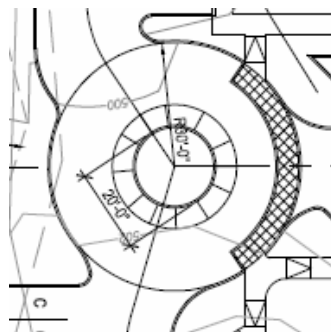
**Boulevard:** The block between Buildings 7 and 8 is designed as a boulevard. This is an excellent use of the boulevard with the Pedestrian Spine in the median. However, there are several aspects of the proposal that aren't consistent with the standard:

- In the application, no planting strips are shown; planting strips should be present and 4 ft wide.
- Travel lanes in the proposal are 18 ft wide with an additional 7 ft parking bay on one segment; instead, the combined travel lane parallel parking are 20 ft wide, preferably with the parallel parking adjacent to residences and the sidewalks.
- The median of the adopted standard is 62 ft wide to accommodate recreational activities, while the proposal's median is about 38 ft wide. AM09-003IH allows reduction of the median; in addition, further minor reductions in the median width may be necessary to accommodate the other elements as specified in the standard. However, the width of the median shall remain substantial and provide a grand setting, consistent with the Feature Pedestrian Way and Pedestrian Spine shown in this application. **[Condition 34]**



Boulevard Park Street as proposed in SDP (Sht A-10, excerpt)

**Traffic Circle:** A Street ends in a traffic circle with a center island. This turnaround is a smaller diameter than the adopted standard, but the diameter appears functional. The diameter and fire truck type will be confirmed at Utility Permit. In addition, while reviewing fire and garbage truck turning radii, it will be determined if landscape material may be placed within the center island and if the ring around the island is necessary for fire or garbage truck maneuvers. The results of this analysis will determine what type of curbing (vertical, rolled, or none) is appropriate between the driving surface and the ring. Finally, to ensure non-service, vehicular traffic drives slowly, the ring around the center of the traffic circle, shall be constructed in concrete or other non-asphalt material to create the perception of a narrow road. **[Condition 35]**

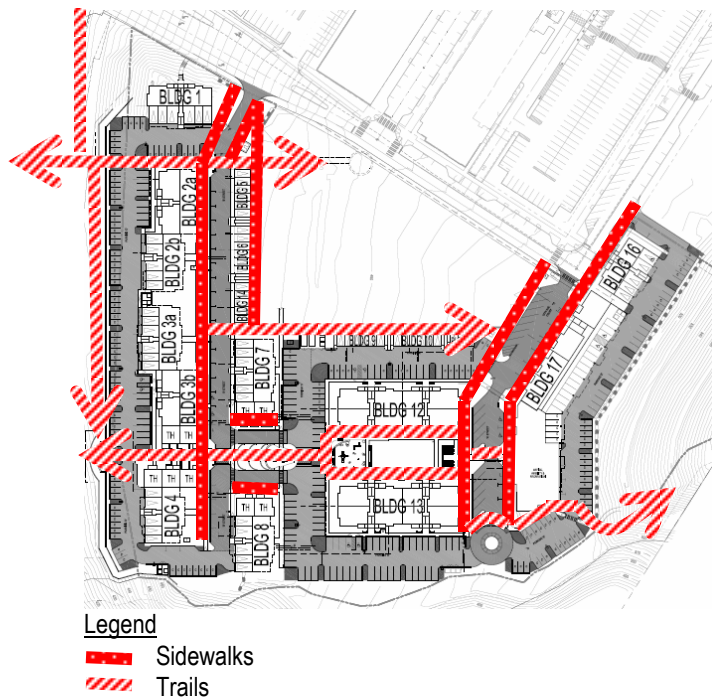


Traffic Circle as proposed in SDP (Sht A-10, excerpt)

### *Pedestrians and Sidewalks*

Pedestrian access and circulation is shown below. Pedestrian access to the Property will be from the public rights-of-way or access easements, i.e. Highlands and Discovery Drives, 10th Avenue. A pedestrian bridge will also connect Block 24 and High Streets Retail to 8<sup>th</sup> Avenue on the west side of Highlands Drive; see below for additional bridge information.

Generally, sidewalks are regulated by this Appendix as well as *Appendix A, Goals and Objectives* and *Appendix S, Urban Design Guidelines*. Sidewalks provide the primary pedestrian network at Issaquah Highlands. Where sidewalks cannot be provided, trails are; trails are regulated by *Appendix T, Trails* as well as Appendices A and S. Most other paths and walkways do not have specific development standards, other than those associated with the Appendices A and S, the Americans with Disabilities Act (ADA), and best practices for safety. However, the City standard for sidewalks requires a minimum width of 5 ft. Thus all walkways whether sidewalks or not, are 5 ft in width, clear with no intrusions, unless otherwise regulated, e.g. Trail standards; however, if the walkway serves only one or two units they may be 3 ft wide. **[Condition 36]**



The applicant has proposed curb bulbs along the Pedestrian Spine. This is an excellent way to make it more pedestrian friendly by slowing traffic and minimizing the distance a pedestrian has to cross. In addition to the special crosswalks, this is a pedestrian friendly facility.

### *Pedestrian Bridge*

The East 42 and West 45 Preliminary Plats (PP05-003IH and PP05-004IH, respectively) contained approval conditions requiring a pedestrian bridge to be built across Highlands Drive under certain circumstances. With the High Streets SDP (SDP07-001IH), the pedestrian bridge condition was superseded and revised to match current development circumstances. The approval condition from the High Streets SDP reads:

*10. To connect the Area 4 recreational Bike route, the Highlands Drive ped bridge shall be constructed prior to 1 October 2009. A permanent connection to "D" Drive from the bridge will be made with the land use decision for Block 24. Bikes will travel east to 10th and will co-exist within the widened (12-foot) travel lanes of 10th Avenue. Bicycle parking facilities will be located within or adjacent to the southern planned plaza. Should land use decisions for Block 24 be delayed (beyond 1 year from the High Streets application), a temporary connection from the bridge to "D" Drive shall be made in a location at the applicant's discretion.*

This condition has been administratively modified. The rationale for providing the "C" Drive bridge was to facilitate pedestrian and bicycle traffic across Highlands Drive. The timing for construction was revised in the High Streets SDP and anticipated that a good percentage of the High Street shops would be occupied by Fall 2009. Although occupied land uses exist and are currently being developed west of Highlands Drive, there are no uses currently being developed within the East 42 area.

To connect the Development Area 4 recreational bike route, the Highlands Drive pedestrian bridge shall be constructed and accepted not later than sixty days following the first Occupancy for any property located within the East 42 Plat (FP06-002IH) or any property located east of Highlands Drive and south of Franklin Drive within the Town Center Plat (FP02-006IH).



A permanent connection to Discovery Drive from the bridge will be designed with the first land use decision for Block 24. The SDP for Block 24 has just been submitted, September 2009. Bikes will travel east to 10<sup>th</sup> Avenue and will co-exist within the widened (12-foot) travel lanes of 10<sup>th</sup> Avenue. This will require a modification to PUB07-007IH. In addition, the applicant will sign 10<sup>th</sup> Avenue between Discovery and Franklin Drive, in both directions, as a Sharrow and demark 10<sup>th</sup> Avenue accordingly.

Bicycle parking facilities will be located within or adjacent to the planned southern plaza. Should land use decisions for the northerly portion of Block 24 be delayed beyond bridge acceptance, a temporary connection from the bridge to Discovery Drive shall be made in a mutually acceptable location.

To provide more specificity to the discussion above, the Preliminary Plat, Approval Condition #27, requires there be two connections from the east end of the pedestrian bridge: one a direct connection to Block 24 via stairs as well as an accessible connection to Discovery Drive, 15 ft wide and constructed at the time of the bridge. (See **Attachment C** for the exact condition language.) When the plat condition was written, Block 24 was a single lot. With the proposed Short Plat, these elements fall into different lots with different owners. It is up to the Property Owner and Agent/Applicant to determine who is financially responsible for their construction. However, it should be noted that an easement already exists for the accessible connection though its sufficiency will have to be evaluated with the bridge and connection design; See Sht. C2.01 for location of the easement.

#### *Curbs and Curb Ramps and Radii*

All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. No extruded curbs are allowed. **[Condition 37]** Curb Radii will be reviewed with future construction permits to ensure emergency and service vehicles can access the site.

All curb ramps must direct the user into the crosswalk and generally point toward the curb ramp on the opposing side. **[Condition 38]** For pedestrian safety, where stairs must be used in trails, sidewalks, or exterior pedestrian facilities, the applicant should avoid single stairs and all steps should be level and of even height per the International Building Code. **[Condition 39]**

#### *Street Trees*

Street tree locations shall be coordinated with the location of driveways, curb cuts, sight distance requirements, underground utilities, lighting, signage, utilities, etc but generally spaced 30 ft. on center to maintain a consistent spacing along streets adjacent to and in the development. To protect public investments, root barrier shall be provided whenever trees are planted within 4 ft of public paving such as roads, sidewalks, woonerf; other locations are at the applicant's discretion. **[Condition 40]**

#### *Bicycles*

Bicycle use is accommodated either on the external streets or on-site roads though no separate bike lanes are established. The regulated trails in the application or elsewhere in this Staff Report are not for bicycles, though bicyclists may dismount and walk on the trails with their bikes.

***Appendix I: SEPA Compliance***

Specific review and analysis of Issaquah Highlands (formerly known as Grand Ridge) occurred in 1995 with the Grand Ridge Environmental Impact Statement (EIS). When the Issaquah Highlands project was initially reviewed, the original development proposal received a Determination of Significance, and an EIS was prepared for the project (then known as Grand Ridge). A Final EIS was issued September 12, 1995.

The proposed development is within the Project Envelope analyzed in the Grand Ridge EIS. The proposed project meets the Project Envelope as defined in this Appendix and is, therefore, consistent with the Development Agreement. As specified in Appendix I, the existing Grand Ridge Environmental Impact Statement shall be utilized and no further State Environmental Policy Act checklist or threshold determination is required when an application for implementing approval is within the project envelope.

***Appendix J: Master Transportation Financing Agreement (MTFA)***

The MTFA includes obligations for improvements on Black Nugget Road, the North and South SPAR (Highlands Drive/9<sup>th</sup> Avenue), the Sunset Interchange, and the Park and Ride. At this point, all roadways identified above have been improved or constructed, and are open to traffic. The Park and Ride is constructed. The MTFA obligations have been satisfied.

***Appendix K: Capital Facilities Plan***

This Appendix is included to provide for police, public works, fire and medical and general governmental, and parks and recreation, capital facilities and services for the urban portion of Issaquah Highlands. This application is included within the overall growth anticipated for Issaquah Highlands. The proposed permit is consistent with applicable capital facilities requirements and the Development Agreement.

***Appendix L: Processing***

Appendix L establishes the permit procedures for Issaquah Highlands. In addition, it establishes procedures for appeals and public notice and empowers the MDRT and UVDC. The processing of this permit is consistent with this Appendix and the Development Agreement.

***Appendix M: Elections and Modifications***

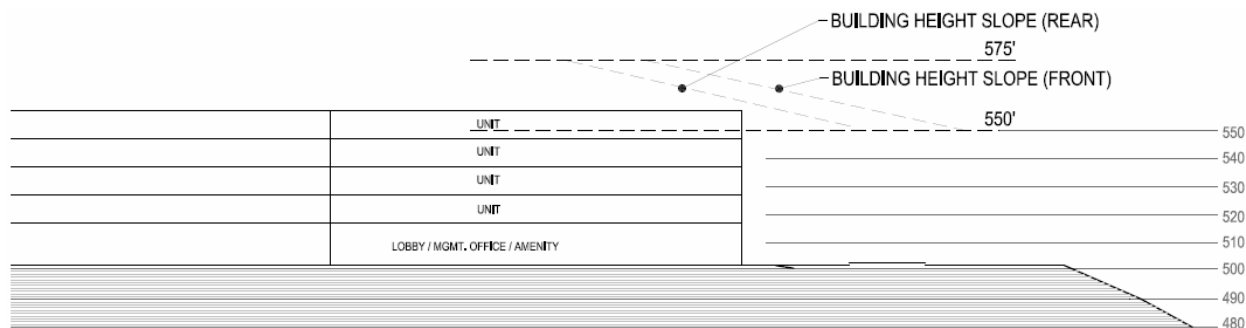
Two modifications were proposed and approved prior to the issuance of this Staff Report; see *Appendices H, Urban Roads* and *O, Parking* for additional information. Also two modifications of standards are approved as part of this permit's review and approval; these are also listed under *Appendix H*. As allowed by this decision, modifications may be requested following the permit's approval or as allowed by the Responsible Official.

***Appendix N: Development Standards***

Dimensional standards are located in Appendix N of the Development Agreement. The following are the approved development standards for Development Areas 4 and Lakeside South Approved Expansion Areas (since Lakeside South are south of Development Area 4 and have the same allowable density and land uses, for this Appendix they will utilize Development Area 4's dimensional requirements):

Item	Development Area 4	Lakeside South Expansion Area
Permitted Height	85 ft.	85 ft.
Proposed Height	Varies with buildings and all appear to be less than allowable height. Will confirm with Building Permit.	
Minimum Street Setback	10 ft. if adjacent to SF, 0 ft. if adjacent to other uses	10 ft. if adjacent to SF, 0 ft. if adjacent to other uses
Proposed Street Setback	4 - 20 ft; 0 ft required as no adjacent single family uses	
Minimum Interior Setback	25 ft. if adjacent to SF, 0 ft. if adjacent to other uses	25 ft. if adjacent to SF, 0 ft. if adjacent to other uses
Proposed Interior Setback	28-60 ft; 0 ft required as no adjacent single family uses	

The Final Plat (Restrictions and Notes #29) required that for a portion of the site, the height was not limited by the height of the structure from the ground as is typically used at Issaquah Highlands; but instead, a fixed roof elevation was used to ensure that filling of the site would not result in structures so tall that they would be visible in ways that are inconsistent with the EIS. Sht L-302, Detail B (also shown below) shows this elevational limit relative to Building 17 and it is consistent with the limitation. Some equipment or rooftop screening of equipment may extend past the limit, but that is consistent with the provisions of Appendix N which allow these elements to extend past the height limit.



Building 17's height relative to Final Plat height limits for a portion of the site. (Sht L-302, excerpt)

### Appendix O: Parking

Appendix O of the Development Agreement establishes parking quantity and dimensional requirements as well as parking for bicycles, loading, etc.... The original Appendix did not apply to Development Area 4 or the Expansion Areas. AM01-013IH modified Appendix O to expand its applicability to include these areas. The applicant has requested and received a modification, approved in AM09-002IH, reducing parking rates for two+ bedroom units to 1.75 stalls per unit; see **Attachment F: Modification of Parking Standards for Block 24.**

	Required Parking Ratio	Number of Units	Required Parking	Provided Parking
One Bedroom	1.25 stalls per unit	69	86.25	
Two & Three Bedroom	1.75 stalls per unit	171	299.25	
Total	—	240	385.5	418

No additional parking is required for the Office/Amenities/Recreational Uses as these are only for the use of the Block 24 residents. Parking is located adjacent to Building 17 where these uses are located. If this parking is occupied, a resident may choose to walk to the facility.

Up to 50-60% of stalls can be compact stalls provided they are not located along a fire lane and are not located closest to the building entrances; all compact parking is consistent with these requirements. The proposal does not use any parking credits.

#### *Dimensional Requirements*

Required parking stall dimensions for head-in parking is 9' x 18.5' for standard sized stalls and 8'x16' for compact stalls; the angled stalls on 10<sup>th</sup> Avenue/A Street have different dimensions though they all appear to be standard sizes. **[Condition 41]** Generally the stall dimensions appear to meet the requirements. To support the efficient use of parking lots, the applicant has provided motorcycle parking and should consider also providing subcompact and electric vehicle stalls. **[Condition 42]** For clarification as well as to support reduction of and impacts from parking lots per *Appendix A, Goals and Objectives*, drives and drive aisles will be only 18 ft wide, where cars will not be backing out; where all standard or a combination of standard and compact stalls are located, drive aisles will be 24 ft wide; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide. **[Condition 43]**

#### *Barrier-Free Parking*

ADA compliant stalls shall be located on the shortest possible accessible route of travel to an accessible building entrance. Where a project includes multiple building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. The applicant is strongly encouraged to meet with the Building Department to review barrier free parking and routes as ADA compliance is under Building Department purview. **[Condition 44]** The applicant has shown parallel, on-street ADA parking stalls. This is permitted from a planning perspective because these streets are private and the City is not required to monitor them. In general, the parallel ADA stalls are acceptable though a walkway must be provided between the stalls; the Building department may have other issues that need to be incorporated.

#### *Bicycle parking*

The Issaquah Highlands standards require one bike parking space for each 12 car parking spaces, which with the current proposal would result in 34-35 spaces. Bicycle parking is provided throughout the project with bike racks in at least seven locations. The size of the bike rack is not specified but these racks do not seem large enough to contain 5 bikes each. Furthermore, some bicycle parking should be covered, such as within the individual garages or under stairwells of the buildings. Bicycle racks must be placed so that when they are fully loaded, the bikes are accessible and surrounding walkways and landscape are not impacted. Further review will occur with construction permits. **[Condition 45]**

#### *Loading spaces*

For a project this size, Appendix O requires two loading areas. One in front of the office, the other by the Pedestrian Spine and Building 3. Staff encourages the applicant to provide additional spaces for moving and deliveries. The loading spaces are reserved from 7 am to 6 pm, seven days a week; other times they may be used for parking. They may not count to the required parking. **[Condition 46]**

#### *Internal Pedestrian Walkway Standards*

Safe pedestrian circulation through parking areas is an important feature of parking lots at Issaquah Highlands. Pedestrian walkways should be located within the parking area and around

buildings to the extent necessary to assure safe access to the buildings from the parking area, abutting properties, and public sidewalks and/or streets. As the parking lot is only one bay deep and the buildings line the parking lot, internal pedestrian walkways are not required, though they are certainly welcome.

## ***Appendix P: Landscaping Standards***

Landscaping standards for Issaquah Highlands are established in Appendix P. The standards in this Appendix primarily address landscape buffers and parking lot landscaping. The original Appendix did not apply to Development Area 4 or the Expansion Areas. AM01-011IH modified Appendix P to expand its applicability to include Development Area 4 and the Expansion Areas.

### *Landscape Buffers:*

Section 7.0 of Appendix P identifies the buffer requirements between uses. This table has been modified by AM01-028IH to incorporate the buffer requirements for Development Area 4 and the Expansion Areas. Unless uses are adjacent to single family uses, no buffers are required.

### *Surface Parking Landscaping:*

There are three components to parking lot landscaping:

- Landscape beds equivalent to 10% of the square footage of the parking lot. The landscape must be internal to the parking lot, not at its edges.
- One tree per six stalls shall be incorporated into these landscape beds.
- Adjacent to sidewalks and walkways, perimeter landscape.

These are discussed below and all refer to calculations on Sht. G002 of the submittal.

### 10% interior landscape:

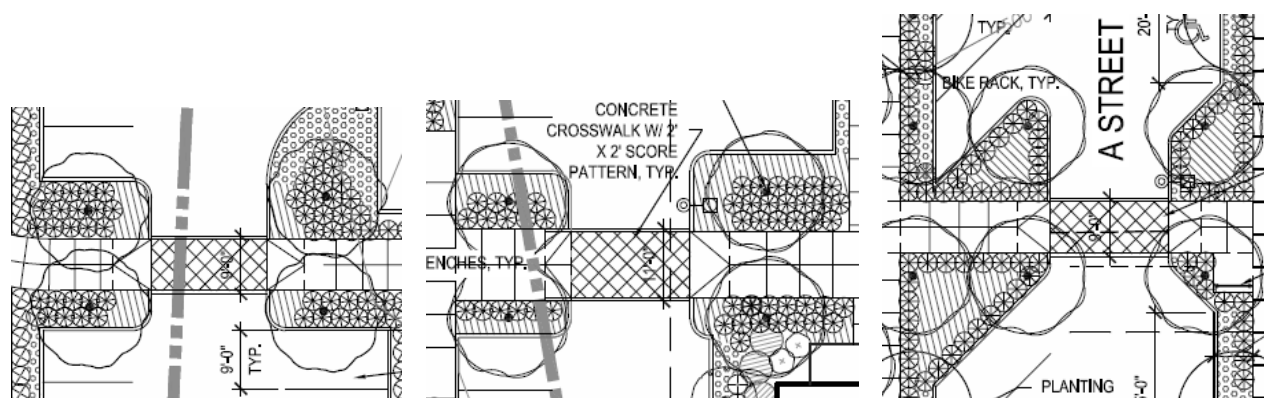
The interior landscape shown is in appropriate locations and there is sufficient landscape to meet the 10% requirement. This will be confirmed with the Utility Permit for landscape.

### Parking Lot Trees:

In all the parking lots the applicant has provide at least as many trees as is required. When a final parking lot tree is selected, the applicant and Staff will review tree placement against mature size to ensure that tree health will be maintained as the tree grows and that cars will be unlikely to damage trees. In addition, the applicant has shown no evergreen trees; this is inconsistent with the standards that require 30% evergreen trees. While evergreen trees are sometimes challenging to integrate into parking lots due to their low branching patterns, there are evergreen trees with high branching patterns that provide windbreaks and screening during the winter. **[Condition 47]**

### Hedges between sidewalks and parking lots:

Several parking lots are adjacent to trails. The key trails are the east/west Pedestrian Spine and the trail connecting the pedestrian bridge to the Lot 1 plaza. The landscape plans show wide planting beds which include small evergreen shrubs between the trails and the parking. The hedge must be 3 ft in width as well 3 ft. tall; it is not possible to confirm that these shrubs will meet this standard. This can be confirmed with the landscape permits. Sufficient information is provided for this level of review but additional review of specific plant selections and size will occur with the Utility Permit for landscape.



Proposed evergreen hedges and landscape between parking lots and trails (left to right: Shts L-101, L-102, L-103, excerpts)

### *Planting details*

- Ensure that proposed plants are deer resistant which will likely be an issue in the area.
- Tree spacing for the Deciduous Shade Tree may be too close together when they reach maturity.

### *Fertilizers and pesticides*

Though the applicant did not provide fertilizer or pesticide information in this submittal, the applicant should be aware that many commonly used pesticides and fertilizers are not permitted at Issaquah Highlands. To ensure that proper chemicals are used, the applicant shall provide maintenance information and a method for ensuring its use at the time of Utility Permit.

## **Appendix Q: Sign Standards**

Appendix Q governs signs at Issaquah Highlands. Originally this Appendix only applied to Development Areas 1-3, but AM01-012IH applies these standards to Development Area 4 and the Expansion Areas. This application does not include a permit request for building signs, though two sign locations are shown on Sht A-101. Signs will be permitted at a future date. A comprehensive sign package for all exterior signage, including addressing, shall be submitted prior to (Temporary) Certificate of Occupancy. The nature of these signs must be consistent with the Urban Design Guidelines as well as the Sign Code.



Project sign locations included in application: left is eastern, 10<sup>th</sup> Ave entry; right is western, B Street entry (Sht A-101, excerpts)

It should be noted that only one monument sign per project is allowed and that should be located in relationship to the project address/entry. Generally signs are not allowed to span a street. Furthermore, if they are allowed to cross the street, the bottom would have to be 13.5 ft above the



street to allow emergency vehicles to safely pass below the sign; this would be in conflict with the 10 ft height limit placed on many freestanding signs. Architectural elements may be placed on either side of the road. (It appears that these signs are located outside of the right-of-way, as required.)

### ***Appendix R: Affordable Housing Standards***

Affordable housing requirements are not applicable to this residential project as these units will not be restricted by covenant; however, the applicant has indicated that these will be targeted to moderate income families (not as defined by King County).

### ***Appendix S: Issaquah Highlands Urban Design Guidelines***

The urban design guidelines (UDG) comprise a key part of defining the vision for Issaquah Highlands. The design guidelines serve the overall purpose of creating a framework to ensure the buildings, landscape, circulation system, social gather places, and open spaces relate to one another in a way that implements the vision. This section of the Staff Report provides an opportunity to look at the project comprehensively, rather in the individual elements (e.g. landscape, parking, roads, etc...) and to consider how a proposal complies with the design direction established for Issaquah Highlands, instead of the prescriptive standards that have been reviewed so far in the Staff Report.

Block 24 proposes a residential complex focused on streets and a central green space. The streets and trails will create an interconnected pedestrian system. Buildings are located to create pedestrian friendly streets. The site plan encourages social interaction both around and inside the complex, while at the same time providing opportunities for private time and quiet reflection. Utilities have been generally tucked away. The applicant has selected the Traditional Townscape Neighborhood Type east of 10<sup>th</sup> Avenue/A Street and the Cottage Lane Neighborhood Type east of this road. The Multi-Family and Hillside District Overlays is also applicable.

See **Attachment D** for a summary of the general guidelines related to this project as well as features which are encouraged in the two Neighborhood Types as well as Overlays. In general the proposal is consistent with the Neighborhood Types with one exception. That is, Cottage Lane neighborhoods generally have shared walks and drives, i.e. woonerfs, and the roads don't have curbs. With the density and number of units proposed for Block 24, the volume of traffic is too high for woonerfs to be used. However, the use of the Pedestrian Spine combining pedestrian routes, building entrances, and open space, meets a similar intent.

This section of the report will address the specific application of these guidelines. In some cases it is more appropriate to discuss some topics in association with their individual appendices; if that is the case, it has been noted below.

#### *Walls*

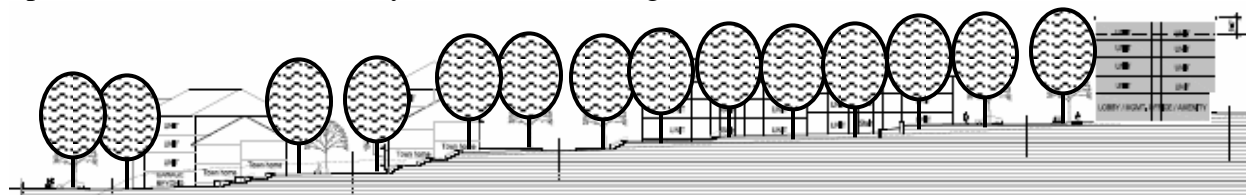
The applicant has apparently minimized blank walls especially near pedestrians. Further review will occur with the Building Permit to ensure that if blank walls do occur they are treated with architectural embellishments. **[Condition 48]** Also due to the slopes on the west side of the project, the two large retaining walls are highly visible from off site. These fall into the Hillside Overlay. As landscape can probably not be used to screen the walls, the walls must be articulated in ways to minimize the potential for a negative visual impact. **[Condition 49]**

### *Mail Kiosk*

A mail kiosk is shown on B Street, close to Discovery Drive. While an appropriate functional location, this is inconsistent with the guidelines for common outdoor facilities. To foster social interaction and activate the common area, the mail kiosk should be centrally located near the play area, open lawn, and office. In addition, the mail kiosk offers an opportunity to provide a strong and interesting vista termination for 10<sup>th</sup> Avenue. The USPS will want the kiosk near the road, such as where one or both of the trellis structures is located. ADA parking should be close by as well. **[Condition 50]**

### *Landscape*

To ensure that open space is useable and solar exposure is maintained, the trees around the open space should be scaled to balance framing the space with maintaining solar access. At maturity Scarlet Oaks and Tulip Trees may be too large for this space; that is, their mature size is between 70-90 ft. The trees shown in on L-301, Section E-E are typical of the street tree, Crabapple, that is specified, not the trees identified for the Pedestrian Spine. In the section below the approximate mature size of the mature tree (e.g. 70 ft) has been shown along the Pedestrian Spine, i.e. these trees are likely taller than Building 17.



Deciduous Shade Trees along Pedestrian Spine [Sht L-301, Section E-E, excerpt]

Also these proposed trees are likely to obscure the axial views emphasized by the Pedestrian Spine. **[Condition 51]**

The street landscape should unite the two different Neighborhood Types and create a harmonious space. Also Multi-Family Districts are directed to harmonize with adjacent areas. One element in achieving this is continuing the street tree type and installation (i.e. tree wells) along 10<sup>th</sup> Avenue and on both sides of the street to the traffic circle even though one side is Traditional Townscape and the other is Cottage Lane Neighborhood Type. Tree wells do not have to be used on B Street and street tree grates are necessary only the portion of this site designed as the Traditional Townscape Neighborhood Type, though the applicant could choose to provide them elsewhere.. **[Condition 52]**

This is only a preliminary examination, as the MDRT and ARC will perform a more detailed landscape review. The landscape palette may be appropriate however in using the same plants for both Neighborhood Types it is possible that the appropriate character can not be achieved. The plants and layout might have the more informal and random character anticipated by the Cottage Lane Neighborhood Type and a more formal and precise character for the Traditional Townscape Neighborhood Type, but it difficult to know for certain given the wide range of proposed plants. Thus additional review will be necessary when specific plants are identified to determine if plant character and spacing is appropriate. Another area of concern as a potentially inconsistent element with the Neighborhood Type is the wildflower hydroseed. The meadow like character is appropriate in the Cottage Lane neighborhood but wildflower mixes tend to have a specific season in which they are attractive, may need specific solar exposure, or be limited to low traffic. When out of season they may appear as tall brown grass the balance of the year, unless they are irrigated and/or reseeded. This is inconsistent with the guidelines expectations of lawn and evergreen ground cover. A meadow-like character must be achieved with plant

materials which will remain attractive year-round; this is not intended to encourage additional lawn. **[Condition 53]**

It should also be noted that the applicant's landscape scheme includes a more urban approach to the north and a transition to a more natural landscape as the Main Property approaches the steep slopes to the south and east. This is consistent with the Open Space Transition Areas guidelines in this Appendix. While the Property is not an Open Space Transition Area, it will perform many of the same functions. It should be noted that, based on the UDG, the use of large evergreen trees will only be appropriate near the open space, though safety, solar orientation, etc... must be also considered when locating them. This would indicate that large evergreen trees not be used in other areas of the site, such as west of Building 1. Use of the guidelines will be valuable in assessing more specific landscape designs. (Note: the symbol for Evergreen trees on the drawings and in the legend doesn't match.)

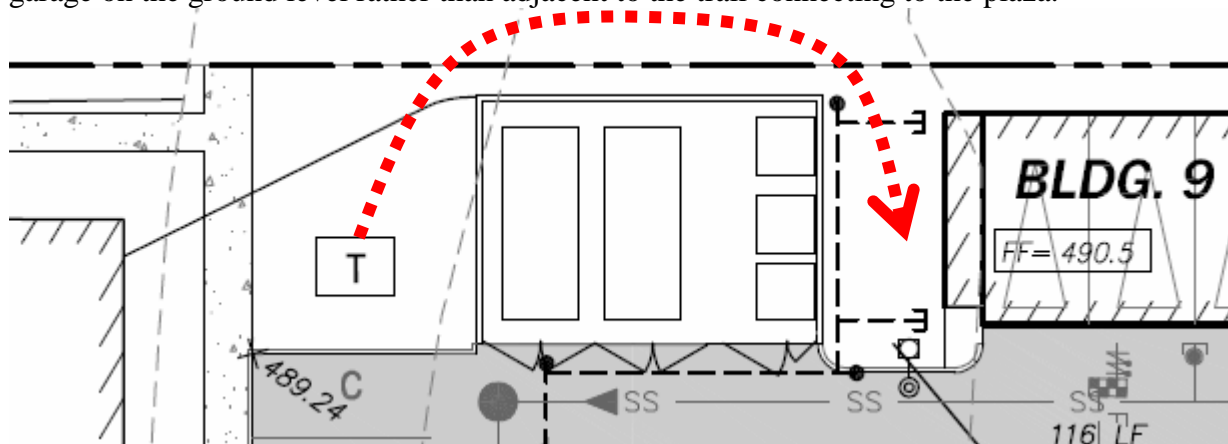
### *Lighting*

Though site lighting has an important functional role, it also has an urban design responsibility in establishing neighborhood character as well as a component of the sociable public realm. To that end, street lights will be consistent with the Neighborhood Character: formal on 10<sup>th</sup> Avenue/A Street and more informal on B Street. Thus 10<sup>th</sup> Avenue/A Street will have pairs of street lights, while B Street can have staggered or paired street lights. In both cases the street lights will be pedestrian scaled and minimize night glow. Lighting levels, as per the plat, will be safe, attractive, and functional, and will utilize reasonably available technology to minimize negative lighting impacts. **[Condition 54]**

### *Service and Mechanical Area Screening*

Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and objectives. Screening and location can reduce the impact of these necessary elements.

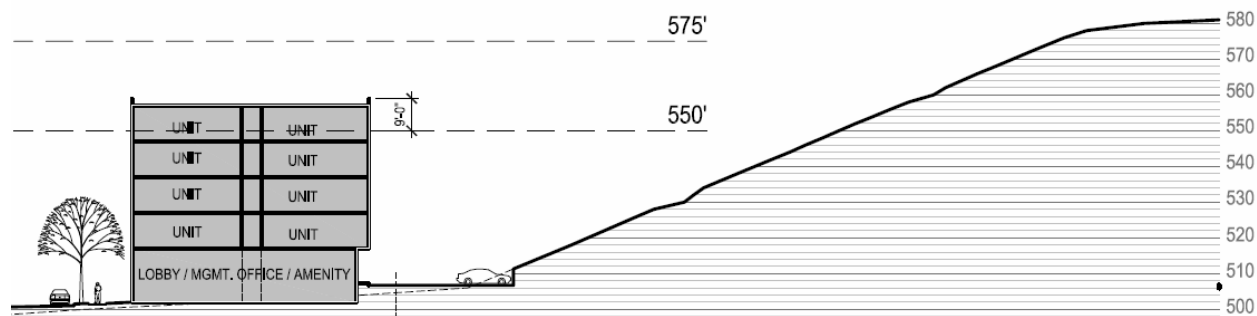
**[Condition 55]** For instance the transformer shown between Building 7 and the waste enclosure, could be better screened by placing it between the waste enclosure and Building 9 which has a garage on the ground level rather than adjacent to the trail connecting to the plaza.



Relocation of transformer to provide better screening (Sht C4.02, excerpt)

Both mechanical equipment on the ground and equipment on the roof should be screened once the appropriate location is identified. Roof equipment should be screened both for views from the ground but also views from above consistent with minimizing their visual presence. The intent is to screen the mechanical equipment from the buildings' upper floors or buildings which are at higher elevations. Study of the sightlines is necessary to determine what type of screening

is necessary. However, as buildings on the parcels east of the project are much taller, roof equipment will likely need screening from above. **[Condition 56]**



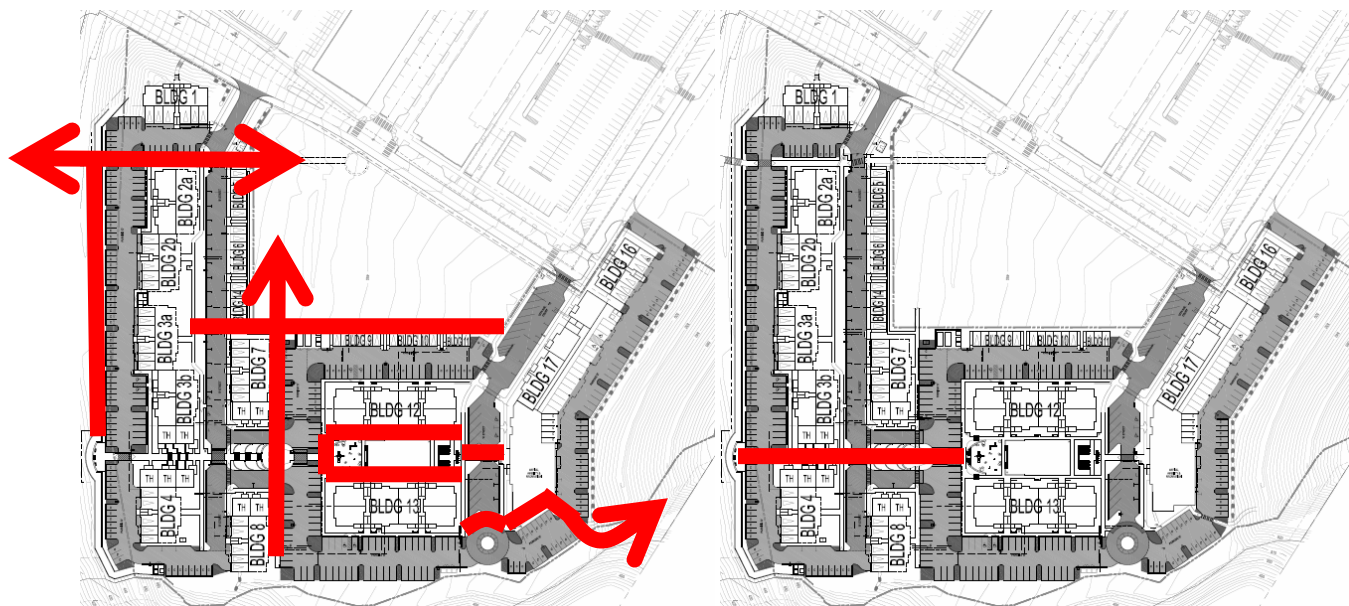
Elevational relationship of Block 24 buildings, especially roofs, to adjacent blocks (Sht L-301, excerpt)

## Appendix T: Urban Trail Standards

The purpose of this Appendix is to encourage a variety of experiences for pedestrian, bicycles, and other non-motorized modes of transportation within Issaquah Highlands through trails available to the public. Other sections within this report which address pedestrian issues are:

- Appendix A: Principles and Goals
- Appendix H: Urban Road Design Standards
- Appendix S: Design Guidelines

Many of the pedestrian routes shown in this proposal are sidewalks. However, as discussed above in *Appendix A, Goals and Objectives*, trails also play a key role in completing the pedestrian network. Discussion of the appropriate standards for these trails occurs here. The regulated trails are shown below:



Trail classifications: left map shows the location of Neighborhood Trails; right map shows the location of Feature Pedestrian Way

**Neighborhood Trail:** Based on the users, length, and facilities being connected, the trails shown above should be designed as Neighborhood Trails. (Users for these trails would not include bicycles due to the potential volume of pedestrians.) This would result in trails 6 to 8 ft wide; the application shows all these trails as concrete. Currently the trail providing access from the pedestrian bridge to the Lot 1 plaza would be 8 ft wide based both on the proposal and the volume

of potential users, while the balance of Neighborhood Trails would be 6 ft. This will receive additional review with construction permits. Landscape borders 4 ft in width are required on each side of the trail. The purpose of the borders is to ensure that trails are pleasant and that fences or other elements are not constructed resulting in a trail that feels like a “gauntlet.” However, plant material serving other purposes and adjacent to a trail achieves the purpose of the border.

Furthermore, the trail border does not need to be distinctive from other nearby landscapes; in general, the Urban Design Guidelines indicate the trail should be integrated into the adjacent area. The locations which currently do not provide borders on both sides are:

- trail connecting Overlook to pedestrian bridge. As proposed the width is limited to approximately 7 ft. An AMM may be required.
- trails with adjacent head-in parking appear to have sufficient buffer only one side, i.e. between the trail and building. As this is a Cottage Lane Neighborhood Type, a vegetative border is required on both sides of the trail, to comply with its random and informal character.
- the trail along the southern property line of Lot 1 adjacent to the Carriage Units, Buildings 9-11 do not have sufficient width. The trail might work if it straddles the property line between Lots 1 and 2. Likewise the extension of this trail between Buildings 7 and 14 does not have sufficient width; there currently is only 8 ft.

**[Condition 57]**

Where Neighborhood Trails cross streets or vehicular drives, a change in material is required per **Condition 9**.

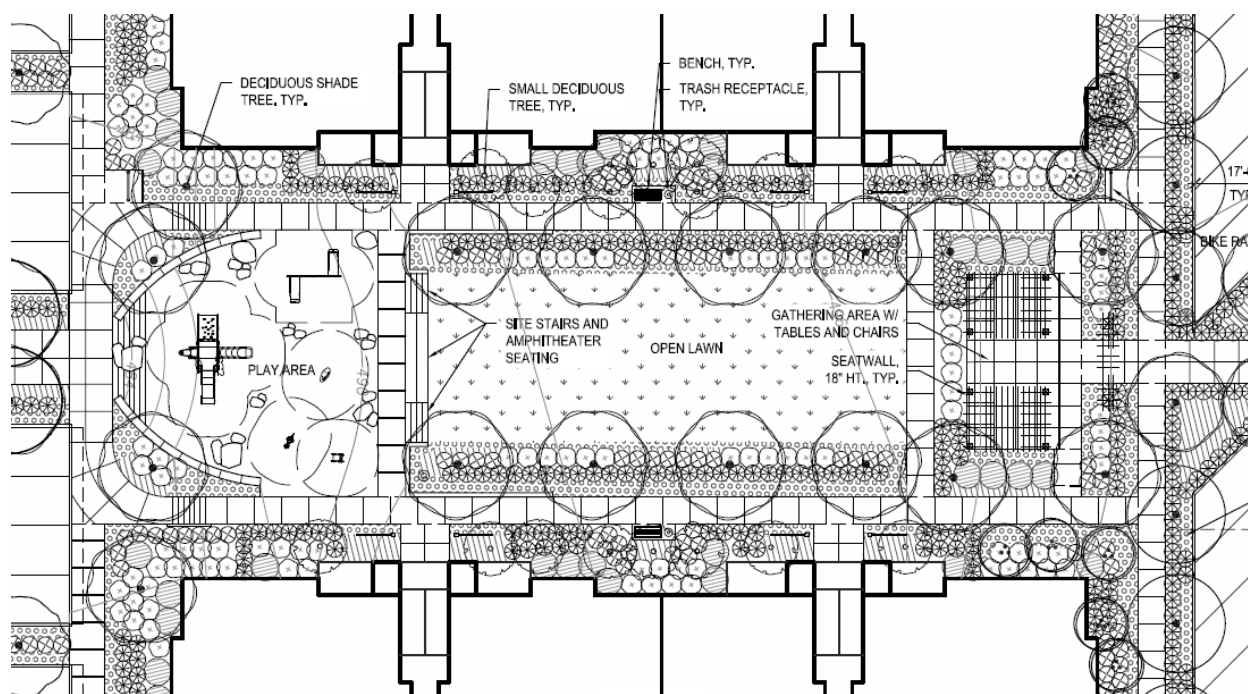
*Feature Pedestrian Way:* the purpose of this trail is to connect major focal points which in this case is the Overlook and the open space. This trail type may include a combination of stairs, ramps, and walkways. Generally Feature Pedestrian Ways are 8 ft wide with 4 ft borders. The same restrictions and opportunities described above for borders associated with Neighborhood Trails would apply here. Raised pedestrian tables are proposed where the trail crosses vehicular routes and are appropriate to maintain the prominence of the trail.

The applicant will need to work with the City to receive permission to construct a connection from the trail in the southeast corner to future trails to the east.

***Appendix U: Parks Plazas and Woonerfs***

The purpose of this Appendix is to encourage a variety of gathering and recreational opportunities in the Highlands by establishing minimum standards to encourage the development of such spaces.

There are no plazas or woonerfs in this proposal; however, there is a park in the center of the project between Buildings 12 and 13.



Central park area (Sht L-103 excerpt)

The proposed open area/lawn is relatively flat which make it a flexible and useful area. The proposal appears to be consistent with the plaza requirements with a couple of minor caveats:

- the play area will be reviewed in much more detail to determine the ages and activities addressed by the proposed equipment, if equipment is used (See **Condition 12**). Having the open lawn in proximity to the play area should allow children of different ages to engage in different kinds of play. However, if the equipment is not suitable for a broad age range, children may use it inappropriately. Both the design and construction of the play equipment must be certified by the designer/installer.
- the benches and trash receptacles should be moved from the outside edge of the walks or duplicated so that parents can easily observe their children while at play per this Appendix.
- No information is provided on the surface of the play area which will likely have to be ADA accessible.
- Also see *Appendix A, Goals and Objectives, Principle #4* for additional comments related to the play area.

Additional review will occur with construction permits.

### ***Issaquah Highlands Sidewalk Use and Design Standards and Guidelines***

In 2005, and as amended in 2007, the City adopted Sidewalk Use and Design Standards and Guidelines to guide how various uses might be allowed within the right-of-way, with the purpose of creating a strong pedestrian environment. Elements which are proposed to be located within the right-of-way, in certain approved locations, must be shown and initially reviewed with the (A)SDP. Currently no elements extend into the right-of-way. The applicant may propose elements within the right-of-way, consistent with the regulations. These may be proposed without additional UVDC review. The Building and/or Utility Permits and tenant improvements must clearly identify all locations, heights, etc... of any element extending into the right-of-way. Conformance with the requirements of the *Issaquah Highlands Sidewalk Use and Design Standards and Guidelines* will be reviewed with the Building or Utility Permit.

## ***Comprehensive Plan Compliance***

Applications submitted for the Urban Village need to also ensure consistency with the Issaquah Comprehensive Plan. See **Attachment E** for excerpts from the Comprehensive Plan that illustrate consistency with the submitted application.

## **IV. Department/Other Review Comments**

A. **Police** No comments.

B. **Planning** No comments.

C. **Public Works Operations** The Public Works Operations Department provided the MDRT with comment and conditions. These conditions have been incorporated into the Staff Report or will be applied at Utility Permit.

D. **Fire** Eastside Fire and Rescue (EF&R) provided the MDRT with comment and conditions. **[Condition 58]**

- The site will be given one address and the buildings will be designated by letters (A,B,C, etc) or numbers (1, 2, 3, etc.).
- Building letters shall be sized and placed to be readily visible from roads. Multiple signs per bldg. may be required.
- Minimum drive width to be 18 feet with a clear height of 13' 6" on all roads. It appears the overhang behind building #17 may encroach into the drive lane.
- Fire hydrants shall be placed within 50 feet of fire department connections.
- Dumpsters and containers with an individual capacity of 1.5 cubic yards or more shall not be stored within 5 feet of combustible walls. 200-6 IFC 304.3.3 See location of dumpsters at building #4.
- FDCs are not approved as shown though some are in suitable locations. FDC should be placed in convenient but discrete locations (e.g. move FDC for Bldg 7 next to hydrant across from compactors) that are within 50 ft of a hydrant (e.g. FDC for Bldg 4). In some cases they should be consolidated (e.g. FDC for Bldg 2B by 2A, FDC for Bldg 3A by 3B, FDC for Bldgs 13 and 17, FDC for Bldgs 16 and 17) Water system will evolve and so final comments will occur with future water plan.

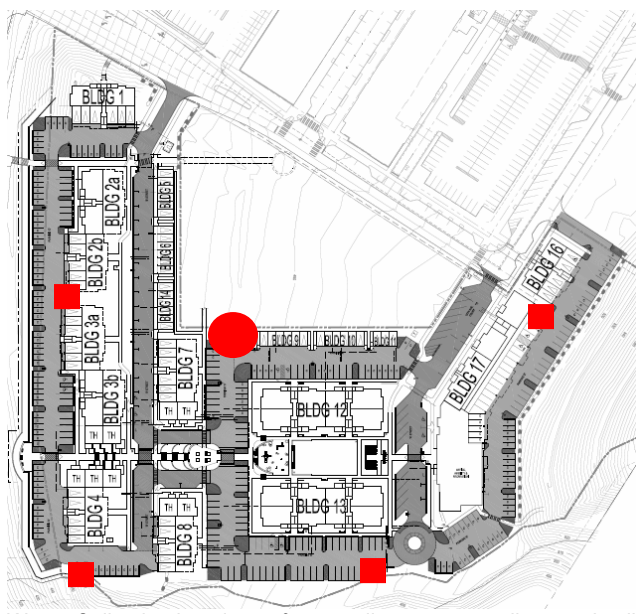
### **E. Waste Collection**

The on-site waste collection is proposed to have two components:

- four dispersed collection enclosures containing three 3 and 4 cubic yard (cu.yd.) containers, one each for garbage, recycling, and food.
- one central site with two compactors, one for garbage and one for recycling; in addition this central location has three 8 cu.yd. dumpsters for food.

A golf cart or similar vehicle will go to each of the dispersed enclosures, and tow the containers back to the central collection point where the small container will be dumped into the appropriate compactor or larger dumpster. Waste Management would collect only from this central location.





Waste Collection locations: four small squares are dispersed collection sites; large circle is central collection site

The proposal is consistent with City requirements in that all three streams of waste are provided for and the system as proposed and constructed allows for flexibility as various streams of waste grow or change. The following modifications to the waste collection system are necessary:

1. To provide waste collection within 200 ft of each building as required, the central collection point (between Buildings 7 and 9) shall also provide collection for adjacent residences in a manner similar to the dispersed collection enclosures; however, this might be accomplished by the compactors holding small containers in front that residents can use with the addition of a container for food waste. Building 1 is slightly beyond the 200 ft limit but is acceptable in this instance.
2. Garbage and Recycling containers in the dispersed locations will be provided by the compactor manufacturer to ensure they will work with the compactors selected by the applicant. These containers will also incorporate tow bars and other elements to work with the carts.
3. The cart for collecting the waste is on-site by the first (temporary) Certificate of Occupancy
4. Food waste will be collected in containers no larger than 4 cu.yd. Waste Management will pick up from each of the dispersed enclosures as well as the central collection point (per item #1 above). Though there is no cost savings, if the applicant desires to have a central collection point for food waste, they will tow the full 3 or 4 cu.yd. containers to the central collection point and swap them for empty containers of the same size. At no time will 6 or 8 cu.yd. containers be used as they are too heavy when full. Alternatively, the applicant could provide a separate compactor or roll-off container for the food waste at the central location, but would need to provide for unloading at the central site as well as accessibility for residents per item #1 above.
5. Design of the enclosures that Waste Management will service for roll out containers will have slopes no greater than 3% both inside and in front of the enclosures where the containers will be dumped.
6. Dispersed enclosures will be designed to take into account the pockets on each side of the containers as well as additional maneuvering room. This will result in enclosures that are slightly larger than those shown. Also the dimensions shown on L-302 are mostly

correct but are tied to exterior dimensions rather than interior dimensions as required; though in one case the enclosure dimension is smaller than required. Compactor enclosure dimensions were not reviewed as its size is dependent on the compactor selected.

7. Waste enclosures will have roofs and drains. The compactor enclosure probably can not be roofed due to the heights that would be required. In that case, to allow drainage of the compactor enclosure, the compactor and its enclosure will be designed with separate discharges to storm and sewer systems, i.e. enclosure to storm and compactor to sewer.

8. The pad under the compactors will be 8-10 in. reinforced concrete.

9. Each enclosure will have a door for residents; Waste Management gates will be accessed by keypads. Enclosures will be designed to prevent bears from accessing them. Additional enclosure requirements will be reviewed with construction permits.

10. As the central collection point is adjacent to trails on two sides, the enclosure will be designed to be attractive and screened from adjacent pedestrians. This may including increasing wall heights to ensure a minimum wall height of 6 ft adjacent to a trail.

11. Building 17 will use a chute to transport waste to the enclosure. To facilitate the separation of streams, if chutes are used they must be designed with:

- three separate chutes, one each for recycling, garbage, food waste; or
- two chutes (recycling and garbage) with food waste collection on each floor and in the same room as the waste chute access; or
- one chute which switches between recycling and garbage with food waste collection on each floor and in the same room as the waste chute access.

**[Condition 59]**

F. **Building** The Building Department provided the MDRT with comments regarding ADA parking and accessibility. As these do not have bearing on the SDP they have been separately transmitted to the applicant.

G. **Public Comment**

Public notice was distributed as required. No comments were received.

## V. Recommendation

Based upon the application, submitted plans (September 10, 2009 and as revised November 10, 2009), listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Urban Village Development Commission move to:

A. Approve the Site Development Permit for Block 24 at Issaquah Highlands, File No. SDP 09-002IH, subject to the terms and conditions of the Staff Report dated November 24, 2009, *Attachments A thru H*, and the following conditions:

---

### Background

- 1 Prior to submittal of construction permits (Building or Utility) other than grading, SP09-004IH, or a similar permit, must be completed (approved and recorded) with boundaries for Lot 2 similar to that shown or conditioned in this SDP; or a revised SDP submitted and approved.

- 2 In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.
- 3 Comply with outstanding conditions #2 and #3 from SEP06-004IH:
  - 2.) Prior to the issuance of any permit for the further development of the Block 24, a landscape enhancement plan shall be submitted and approved by the Responsible Official implemented to revegetate the buffer areas disturbed as part of the prior mining and grading activities. The vegetation shall discourage the growth of non-native & invasive species.
  - 3.) Shallow colluvial regression shall be addressed together with the site development or utility permit associated with Block 24.
- 4 Unless expressly identified, approval of this SDP application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.
- 5 Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Responsible Official, utilizing the Staff Report, and in consultation with the applicant, at the time of the future application (e.g. Building, Utility, Sign Permits).
- 6 All dry and wet utility vaults, cabinets, switchgear, pull boxes, meters, equipment, and appurtenances are assumed to be shown on the SDP submittal. Anything not shown on the SDP submittal (location, relative height, presence above ground) is assumed to be located within the structure. Any revisions or additions to what the SDP has shown and approved outside of the structure requires a modification to the SDP, except fire hydrants.

**Appendix A: Goals and Objectives**

- 7 All buildings must have their main entry from a sidewalk or trail.
- 8 Prior to (Temporary) Certificate of Occupancy, provide a pedestrian friendly trail connecting the Overlook to the pedestrian bridge, away from the parking lot. Use the design of the walks, fall protection/handrails, and trailing landscape to create a pleasant pedestrian connection.
- 9 Designated pedestrian trails (as shown on Page 12 of the Staff Report) which cross vehicular routes, drives, drive aisles, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables or changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Raised crosswalks shall not used.
- 10 With the Utility Permit for the streets and sidewalks, provide a pedestrian friendly trail approximately mid-way between the B Street crossings for the Pedestrian Spine and pedestrian bridge/Lot 1 plaza.

- 11 Prior to (Temporary) Certificate of Occupancy for any building, pedestrian and vehicular routes serving that building or its portion of the site shall have access easements granted to the City allowing the public to use these routes.
- 12 Design the play area as an integral part of the overall central open space, while incorporating varied opportunities for children's play.
- 13 Weather protection shall be provided at each primary building entry.
- 14 Two-way vehicular routes, where cars will not be backing out, will not exceed 18 ft wide.
- 15 Parking stalls which have low landscape or additional hardscape at the head of the stall, may reduce the paved portion of the stall length by 2 ft as long as the car can hang into the landscape or hardscape by 2 ft without impacting pedestrian walkways or the proposed landscape. Landscape in appropriate locations may be counted to the 10% landscape requirement.

**Appendix D: Stormwater and Groundwater**

- 16 The capacity at the western stormwater connection must be verified prior to Utility Permit approval.
- 17 With the Utility Permit for wet utilities, any unused stormwater utility stubs must be removed at the main and abandoned in accordance with city standards.
- 18 Prior to approval of the Stormwater Utility Permit, the applicant shall provide a technical design report that shows that the clean and dirty impervious areas are compatible with the approved stormwater model.
- 19 Stormwater from the retaining walls on the western edge of the property may not be discharged to a location other than that assumed in the approved Stormwater Model unless the model is revised and the impacts of the discharge can be mitigated. This condition will be enforced during Utility Permit review.
- 20 Prior to the approval of any landscaping plans that allow biofiltration or infiltration associated with landscaping, a critical area study must be completed which shows that infiltration on this property will not adversely affect the adjacent slopes and retaining walls.
- 21 At the time of submittal for a Utility Permit for landscaping, the applicant shall submit a landscape maintenance plan consistent with the requirements of Appendix D and Issaquah Highlands best management practices. All landscape maintenance shall comply with these maintenance requirements.
- 22 Prior to approval of the first Utility Permit which installs permanent stormwater piping, any slopes that are adjacent to other properties which are not part of the Property must be designed to positively control offsite drainage so as not to create a nuisance or otherwise discharge stormwater onto adjacent properties.
- 23 Any walls, rockeries, or other retaining structures more than 4 ft in height which were not labeled as such in the SDP or which are added subsequent to the SDP, require additional review and may require additional mitigation. Walls adjacent to pedestrian areas should be scaled to create a pedestrian oriented environment which might indicate walls less than 4 ft in height.

- 24 To facilitate successful landscape establishment, no slopes shall have a greater than 3:1 slope.
- 25 Structural fills more than 15 feet high that have a resultant slope of greater than 40% do not need setbacks or buffers under the following circumstances; 1) they have been designed by a licensed geo-technical or structural engineer, and 2) construction was performed under the guidance of a licensed structural or geo-technical engineer and 3) the as-built plans are certified by a licensed structural or geo-technical engineer. Otherwise, these areas will be treated as steep slopes under Appendix E. At the time of review and approval of these constructed steep slopes, special planting techniques on slopes 3.1:1 or steeper may be required to assure the establishment and viability of plant and tree materials.

**Appendix E: Critical Areas**

- 26 Any areas outside of the future site but which are disturbed as part of the construction of this site, e.g. the slope above the retaining wall, shall be replanted with native vegetation prior to issuing the Certificate of Occupancy for this building. A landscape plan must be reviewed and approved prior to plant installation.
- 27 With future construction permits, the applicant will comply with the assumptions and approval conditions contained in SEP09-001IH or an equivalent Critical Area Study reviewed and approved by the Responsible Official which implements the significant elements of this SDP, such as building, drive aisle, and parking placement.
- 28 For Tract QT, the existing access easement will be reconfigured prior to Certificate of Occupancy. The access easement for Tract QO will be recorded with the Block 24 Short Plat currently under review; if that easement needs to be relocated, it will also be completed by the Certificate of Occupancy. Prior to approval of the first Utility Permit, access easements shall be dedicated to the City of Issaquah to allow access to tract QO and QT. The easements must be configured in such a way to allow heavy equipment to reasonably access and maintain these tracts.
- 29 During any activities allowed by Utility Permits within 100 feet of the southern steep slope, the applicant shall hire an independent qualified professional acceptable to the Responsible Official, to be on-site to ensure permitted activities do not exceed the limits indicated on these approved plans. Following completion of the approved activities in these areas, a licensed surveyor shall submit an affidavit to the Responsible Official attesting that the activity was maintained within approved limits. This affidavit shall be submitted to the MDRT prior to the Certificate of Occupancy for the first building on the Main Property.
- 30 Permanent signs identifying the type and value of the critical area shall be installed prior to occupancy of any adjacent blocks or lots. Signs shall be placed one per 50 feet or as directed by the Responsible Official.

**Appendix F: Water**

- 31 The water main between building 4 and 3B is not easily serviceable using standard methods and tools and must be relocated to an alternative area that is not burdened by hardscape and stairs.
- 32 The hydrants on the western edge of the project should be moved to the eastern edge of the drive aisle (and the grading should slope away from the walls to the west) or the site should

otherwise be designed so that a hydrant failure or leak will not compromise the slope and retaining walls. This condition will be enforced during Utility Permit review and approval.

**Appendix H: Urban Roads**

- 33 Prior to the approval of the first Utility Permit, the applicant must redesign either the western driveway or Discovery Drive (or both) in order to eliminate potential merge/taper/weave conflicts with ingress and egress to the site. This may be accomplished by moving the taper to the east, so that the taper transition starts east of the driveway or by adding a drop lane that terminates in the Block 24 access driveway; as long as that solution can be shown to accommodate the same level of traffic as the existing Discovery Drive lane configuration.
- 34 Design and construct three roads included in the proposal consistent with the adopted Standards, except as modified by AM09-003IH.
- 35 At Utility Permit for the traffic circle at the south end of 10<sup>th</sup> Avenue/A Street, the traffic circle will be evaluated to confirm the City's fire ladder truck or the waste purveyor's truck can maneuver through the circle. Based on this analysis the following will be determined: whether these trucks require the ring around the center area be included in the fire or waste trucks' maneuver, the type of curb necessary to accommodate that need, and if the center area may be landscaped or if it is also part of the maneuver. Any parts of the center ring or inner circle needed for maneuvering shall be non-asphalt material, such as concrete. If landscape material may be used in the inner circle, it will be evaluated for sight-lines and safety to determine the appropriate plants and sizes; a single large tree may be more appropriate than low trees and large evergreen shrubs.
- 36 All exterior staircases and walkways shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc...; walkways may be 3 ft wide when they serve individual front doors and patios or walkways to no more than two entries. Where narrow planter beds are adjacent to walkways, plants shall be selected whose mature size will not impact the walkway width.
- 37 All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. No extruded curbs are allowed.
- 38 All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side.
- 39 Where stairs must be used in the sidewalks or the path system, the applicant shall avoid single steps and all steps should be level and of even height per the International Building Code.
- 40 Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to pavement.

**Appendix O: Parking**

- 41 Adopted standard stall dimensions shall be the maximum; adopted compact stall dimensions shall be the minimum. Stalls smaller than standard stall dimensions, in one or both directions, shall be considered compact stalls. Compact stalls are not allowed on a fire lane unless they are standard stall length.

- 
- 42 Consider providing parking spaces for motorcycles, super sub-compacts, electrical vehicles, etc.... If provided, these spaces shall be specifically designated.
  - 43 In the parking lots where all standard or a combination of standard and compact stalls are located, drive aisles will be 24 ft wide; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide.
  - 44 The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building department during the Building Permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.
  - 45 The proposed land uses currently generate the need for 34-35 bike parking spaces; the number of required bike parking spaces may be modified based on the final parking count. The bike racks shall be distributed throughout the site and some should be in covered locations. The bike racks should be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit.
  - 46 Loading spaces must be restricted to Loading Only between 7 am and 6 pm, seven days a week. Signs must be provided. Loading spaces may not count to meet required parking.

**Appendix P: Landscaping**

- 47 At the time of submittal for a Utility Permit for landscaping of the surface parking lots, the applicant shall provide a minimum of 30% evergreen trees as well as 50% native or drought tolerant trees.

**Appendix S: Urban Design Guidelines**

- 48 All building facades shall be designed with detail and interest. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment.
- 49 The western pair of retaining walls must be designed in such a way to be visually interesting and a positive contribution to the community such as the appropriate articulation of the wall surfaces, trailing landscape from above, decorative hand rails and fall protection.
- 50 Relocate the mail kiosk so the high activity functions are gathered in one area: play area, open space, office/amenity/recreation. The location should take advantage of the 10<sup>th</sup> Avenue vista terminus and proximity to roads for USPS mail carriers.
- 51 Deciduous Shade Trees shall be appropriately scaled for the location in which they will be located and the mature size of the tree. Appropriate solar exposure for adjacent uses and views along Pedestrian Spine shall also be taken into consideration.
- 52 Design and construct 10<sup>th</sup> Avenue/A Street with tree wells on both sides. Continue the existing street tree type from 10<sup>th</sup> Avenue, north of Discovery Drive.



- 53 This permit has approved, in preliminary form, the proposed landscape. Additional and detailed review will occur concurrently and jointly by the MDRT and ARC. Plants should be selected and spaced based on their mature size as well as for their consistency with the Neighborhood Type in which they are located, i.e. random and informal for Cottage Lane areas; formal and precise for Traditional Townscape. The plants selected for the locations shown as “meadow mix” may achieve a meadow-like character but will remain green and attractive year-round, providing visual interest and complexity.
- 54 A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety and function, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting and the urban design potential of lighting and light fixtures. Cut off fixtures will be used and lighting shall be located in areas where drivers and pedestrians are likely to be. The lighting plan shall comprehensively address building, street, drives, open space, parking lot, trails, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a photometric calculation, stamped by a professional engineer, showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. A point-by-point calculation is required. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Responsible Official.
- 55 Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
- 56 All mechanical equipment, utilities, appurtenances, etc... shall be screened. Equipment, above-ground utilities, appurtenances, etc... shall be located away from pedestrian areas, with at least a enough distance to allow landscape screening. Equipment located on rooftops including HVAC and mechanical equipment shall be fully screened from view both above and below.

**Appendix T: Trails**

- 57 Except for the trail from the Overlook to the Play Area, all on-site trails are designated as Neighborhood Trails and must meet those standards. The trail from the Overlook to the Play Area will be designed as a Feature Pedestrian Way.

**Other Review**

- 58 Per EF&R comments:
- The site will be given one address and the buildings will be designated by letters (A,B,C, etc) or numbers (1, 2, 3, etc.).
  - Building letters shall be sized and placed to be readily visible from roads. Multiple signs per bldg. may be required.
  - Minimum drive width to be 18 feet with a clear height of 13' 6" on all roads. It appears the overhang behind building #17 may encroach into the drive lane.
  - Fire hydrants shall be placed within 50 feet of fire department connections.

- 
- Dumpsters and containers with an individual capacity of 1.5 cubic yards or more shall not be stored within 5 feet of combustible walls. 200-6 IFC 304.3.3 See location of dumpsters at building #4.
  - FDCs are not approved as shown though some are in suitable locations. FDC should be placed in convenient but discrete locations (e.g. move FDC for Bldg 7 next to hydrant across from compactors) that are within 50 ft of a hydrant (e.g. FDC for Bldg 4). In some cases they should be consolidated (e.g. FDC for Bldg 2B by 2A, FDC for Bldg 3A by 3B, FDC for Bldgs 13 and 17, FDC for Bldgs 16 and 17) Water system will evolve and so final comments will occur with future water plan.
- 59 With permits for construction, the following modifications to the waste enclosures and collections system will be made:
1. The central collection point will also provide resident collection similar to that provided at the dispersed collection enclosures though the specifics may be unique to the central location.
  2. Garbage and recycling containers in the dispersed locations will be purchased from or identified by the compactor manufacturer to ensure compatibility with the selected compactors and to enable towing.
  3. The cart for collecting the waste is on-site by the first (temporary) Certificate of Occupancy
  4. Food waste will be collected in containers no larger than 4 cu.yd. Food waste collection may be from the dispersed or at a central location.
  5. Design of the enclosures for roll out containers will have slopes no greater than 3% both inside and in front of the enclosures where the containers will be dumped.
  6. Dispersed enclosures will be sized consistent with the City's solid Waste Collection Space Standards and Guidelines or as approved by the Responsible Official. Compactor enclosure dimensions will be reviewed once the compactor is selected.
  7. Waste enclosures will have roofs and drains. The compactor enclosure probably can not be roofed. To allow drainage of the compactor enclosure, the compactor and its enclosure will be designed with separate discharges to storm and sewer systems, i.e. enclosure to storm and compactor to sewer.
  8. The pad under the compactors will be 8-10 in. reinforced concrete.
  9. Each enclosure will have a door for residents; Waste Management gates will be accessed by keypads. Enclosures will be designed to prevent bears from accessing them. Additional enclosure requirements will be reviewed with construction permits.
  10. The enclosure walls for the central collection point will be at least 6 ft tall adjacent to trails.
  11. If waste chutes are used they must be designed with:
    - three separate chutes, one each for recycling, garbage, food waste; or
    - two chutes (recycling and garbage) with food waste collection on each floor and in the same room as the waste chute access; or
    - one chute which switches between recycling and garbage with food waste collection on each floor and in the same room as the waste chute access.

## VI. Attachment List

Attachment A: Project Narrative, November 10, 2009

Attachment B: GGLO Response letter, November 10, 2009

Attachment C: Relevant Preliminary and Final Plat conditions

Attachment D: Relevant *Appendix A: Goals and Objectives* and *Appendix S: Urban Design Guidelines*

Attachment E: City of Issaquah Comprehensive Plan

Attachment F: AM09-002IH Modifications to Parking Standards for Block 24

Attachment G: AM09-003IH Modifications to Urban Road Standards for Block 24

Attachment H: Site Development Permit Drawings

- Cover Sheet, G-001, November 10, 2009
- G-002, Landscape Buffer Plan, November 10, 2009
- G-003, Fire Lane Diagram, November 10, 2009
- A-101, Site Plan, November 10, 2009
- A-102, Second Floor Plan, November 10, 2009
- C2.01, Existing Survey Plan, September 10, 2009
- C4.01, Proposed Grading and Drainage Plan (Northwest), November 10, 2009
- C4.02, Proposed Grading and Drainage Plan (Southwest), November 10, 2009
- C4.03, Proposed Grading and Drainage Plan (Southeast), November 10, 2009
- C4.04, Proposed Grading and Drainage Plan (Northeast), November 10, 2009
- C5.01, Proposed Utility Plan (Northwest), November 10, 2009
- C5.02, Proposed Utility Plan (Southwest), November 10, 2009
- C5.03, Proposed Utility Plan (Southeast), November 10, 2009
- C5.04, Proposed Utility Plan (Northeast), November 10, 2009
- L-100 Landscape Sheet Index, November 10, 2009
- L-101, Landscape Plan Northwest, November 10, 2009
- L-102, Landscape Plan Southwest, November 10, 2009
- L-103, Landscape Plan Southeast, November 10, 2009
- L-104, Landscape Plan Northeast, November 10, 2009
- L-301, Site Sections, November 10, 2009
- L-302, Street Sections, Mail, Waste Plans & Elevations, November 10, 2009